

SOUTHERN AREA MOBILIZATION GUIDE



2023

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MISSION STATEMENT

The principal mission of the Southern Area Coordination Center (SACC) is safe and cost-effective coordination of emergency response with logistical assistance of its partner agencies of the Southern Area. This is accomplished through planning, communications, situation monitoring, projecting needs, and expediting resource orders between Federal Land Management Agencies, State Agencies, and other cooperators.

In addition:

SACC serves as the focal point for providing intelligence and logistical support relating to ongoing and anticipated incident activity for all federal and cooperating state wildland fire suppression agencies in the Southern Geographic Area.

SACC facilitates the movement of resources between State Coordination Centers, while ensuring the states' continued fire suppression capabilities to support fire potential by monitoring weather and prescribed fire activity within the Southern Area.

SACC plays a significant role in providing logistical support to all-risk incidents such as hurricanes, floods, and other natural disasters, as well as human-caused all-risk incidents.

SACC also responds to requests for support from other geographic areas through the National Interagency Coordination Center.

TOTAL MOBILITY

The SACC Center Manager has authority, through the Southern Area Coordinating Group (SACG), to move personnel and equipment throughout the Southern Area, and to/from adjacent areas, to meet wildland fire preparedness and suppression needs, as outlined in the interagency agreement between the National Park Service, U. S. Fish and Wildlife Service, and U. S. Forest Service, and from the administrators of the Southeastern and South Central (State) Forest Fire Protection Compacts (as set forth in Public Law 642).

PRIORITIES

When competition for resources exists within the Southern Area, the SACC Center Manager, or the SAMAC will establish priorities.

The standard criteria to be used in establishing priorities are:

- **Potential to destroy**
 - Human life.
 - Property and Resource Values.
- **Initial Attack.**
- **Escaped fires and emerging fires:** Units will be asked to describe the probability of meeting wildland fire objectives within the specified time frame documented in the Wildland Fire Decision Support System (WFDSS) to assist in determining priorities.
- **Support of ongoing incidents.**

Requests for non-fire or all-hazard incident support will be evaluated on a case-by-case basis by the SACC Center Manager and the SAMAC, and a decision on dispatch/coordination system involvement will be made using the following criteria (these same criteria can be used as a checklist at the local level by State MAC Groups):

- Is the incident an emergency or extreme emergency? Is emergency travel authorized for non-exempt personnel (for example, "compensable because it results from an event which could not be scheduled nor is the incident a planned 'special event'")?
- What is the anticipated magnitude and duration of this event?
- Is it appropriate for agency personnel/resources to assist in this incident?
- Are ground and aviation safety standards in place?
- Can the resources we've been asked to mobilize safely operate on the incident?
- Is the incident expected to impact other agency or other geographic area resources and to what extent?
- Are there any laws or policies that would prohibit any federal or state agencies from assisting the requesting agency?
- Do MOUs or agreements exist (or need to be developed) in order to reimburse other agencies for all associated costs?
- If law enforcement personnel are requested, are jurisdictional issues covered by an MOU (or need to be developed) for other agencies to assist?
- If dispatch/coordination system assistance is desired by the requesting agency, will overtime authorization(s) be completed to reimburse overtime salaries for support personnel at the State Coordination Center, SACC, and Fire Cache level?

- Are there any constraints on the use and reimbursement of detailers to process resource requests at the State Coordination Center and SACC level?
- Is there any "value added" to the mobilization and demobilization process by dispatch/coordination system involvement? (For example, will the dispatch/coordination system be tasked with networking incident requests, or will the resource order process be used only to document and pass information on "name requested" resources after the requesting agency/unit locates and identifies these resources?)

SCOPE OF OPERATION

GENERAL

The Southern Area Mobilization Guide is a supplement to the National Interagency Mobilization Guide. The Southern Area Mobilization Guide is an extension of Agency Manual/Handbook Systems, Directories, and Instruction Memorandums relating to logistical support operations to provide dispatching policies, procedures, and organization.

NATIONAL RESPONSE FRAMEWORK (NRF)

Refer to National Interagency Mobilization Guide, Chapter 10.

OFFICE OF FOREIGN DISASTER ASSISTANCE (OFDA)

Refer to National Interagency Mobilization Guide, Chapter 10.

RESPONSIBILITIES OF SOUTHERN AREA COORDINATION CENTER

- Provide a focal point for information concerning the overall incident situation in the Southern Area, including but not limited to fire danger, number of fires, and number of personnel and equipment committed to fires.
- Anticipate needs and stay ahead of the logistics curve.
- Provide, a Predictive Services unit responsible for the situation reporting program, incident status summaries, weather data, resource status reports, fire activity forecasting, and the Southern Area Coordination Center website.
- Determine the amounts and locations of available overhead, crews, equipment, aircraft, transportation, and supplies. Establish criteria and priorities for sharing available resources.
- Coordinate the movement of overhead, crews, equipment, aircraft, and supplies from one State or Area of Federal Land Management Agencies and Cooperators to another within and outside the Southern Area. Provide coordination between other Geographic Areas concerning pre-suppression needs.
- Coordinate with Agency Directors of Fire and Aviation Management or designated alternates to determine priorities for overhead, crews, equipment, aircraft, and supplies when multiple fire situations make it difficult to fill all requests for assistance.
- Keep federal land management agency heads, supervisors, chief's office(s), NICC, and cooperators informed of current and critical fire situations and major fires. Establish needs and priorities for resource allocation.
- Develop and maintain an accurate summary of crew assignments to fire suppression and prescribed fire projects so that crew use can be weighed against the desired delivery time and transportation efficiency.
- Provide liaison between ordering units and fire cache on supply needs and delivery methods.
- Monitor dispatch operations for compliance in meeting dispatch standards.
- Participate in incident closeouts and in the analysis of coordination and dispatch activities.
- Provide leadership in dispatch training programs to facilitate current dispatch and coordination needs.
- Determine needs to preposition suppression resources at the most strategic locations and initiate moves through host State Coordination Centers.
- Assist during State compact activity.

RESPONSIBILITIES OF STATE COORDINATION CENTERS

- Most state centers are responsible for initial attack dispatch. Some centers may not actually engage in initial attack activities. However, they will be responsible for establishing standards and monitoring initial attack activity.
- Responsible for mobilizing and dispatching of resources within their area of jurisdiction.
- Facilitate adequate staffing of all incidents through the State Coordination Center's dispatch system.
- Inform the Southern Area Coordination Center of any anticipated critical fire situations, fire activity, or all-risk activity that may exhaust the State Center's capabilities.
- Maintain a written or electronic log of all suppression activities up until the time the formal Resource Order dispatch begins and continue the log on essential items not covered by Resource Order.
- Maintain a record of the locations of personnel, equipment, and aircraft during pre-suppression activities.
- Provide Southern Area Coordination Center with incident status information on all large fires, or small fires that threaten life or property on a daily basis.
- Determine needs for prepositioning resources or for deviations from published staffing levels. Additional shared resources which are needed will be requested on a Resource Order through normal dispatch channels with the concurrence of the Southern Area Coordination Center.
- Request resources from one State Coordination Center's jurisdiction to another (unless covered by an MOU or initial attack agreement) through the neighborhood concept or through SACC.

SACC OFFICE STAFFING

The SACC Center Manager will ensure SACC is staffed to meet the needs of the field units. During periods of incident activity, SACC will extend the staffing hours as determined by the SACC Center Manager. Responses to after-hours activity will be provided by an on-call Coordinator.

MOBILIZATION/DEMobilIZATION

Refer to the National Interagency Mobilization Guide Chapter 10.

The Southern Area Coordination Center provides for the cost-effective mobilization and demobilization of resources between the State Coordination Centers and the National Interagency Coordination Center.

Cost-effective, timely and safe mobilization/demobilization of resources throughout the Southern Area will be managed at all levels of the dispatch coordination system. Incidents and sending units should coordinate any non-

standard mobilization alternatives including POVs, charter aircraft, and/or delayed mobilization/demobilization.

SAFETY

Safety is the highest priority. All dispatchers, fire managers, and incident personnel must recognize their responsibility for safety in emergency operations, and must perform their duties accordingly. They will adhere to established policies and procedures, and will demonstrate a "Safety First" attitude.

WORK/REST, LENGTH OF ASSIGNMENT, and DAYS OFF

Refer to the National Interagency Mobilization Guide Chapter 10.

ASSIGNMENT EXTENSION

Refer to the National Interagency Mobilization Guide Chapter 10.

SINGLE RESOURCE/KIND EXTENSIONS

Refer to the National Interagency Mobilization Guide Chapter 10.

INCIDENT MANAGEMENT TEAM EXTENSIONS

Refer to the National Interagency Mobilization Guide Chapter 10.

INCIDENT OPERATIONS DRIVING

Refer to the National Interagency Mobilization Guide Chapter 10.

INITIAL ATTACK DEFINITION

Refer to the National Interagency Mobilization Guide Chapter 10.

RESOURCE MOBILIZATION

A standard Resource Order numbering system will be used. Refer to the National Interagency Mobilization Guide Chapter 10. Resource order numbering will be established on a calendar year basis to conform to the National Interagency Coordination Center standards for Resource Order Numbering in order to facilitate statistical and data gathering. Resource order numbering in the Southern Area will commence at the beginning of each calendar year.

Any resource committed on a current fiscal year (FY) resource order will be reassigned to next fiscal year's resource order. Any resource being ordered after **September 30th** will be ordered on a new resource order for the new fiscal year. (Note: Suppression and all-hazard incidents resources are exempt.)

Any resource committed on a current calendar year (CY) suppression and/or all-hazard resource orders will remain assigned into the next calendar year. After all resources are released, no anticipation of new resource orders and the incident isn't under litigation, you may close the incident for future IROC archiving.

RESOURCE MOBILIZATION PRIORITIES

The Southern Area Coordinating Group has established priorities for resource mobilization. The priorities are as follows:

1. Resources represented by the Southern Area Coordinating Group (Bureau of Indian Affairs, Department of Defense, U.S. Fish and Wildlife Service, U. S. Forest Service, National Park Service, and Southern States). Each of these agencies has equal priority. State Coordination Centers should devise a fair and equitable manner to utilize these resources. This can be accomplished by using a rotation established pre-season, “first-available/first-mobilized”, or other method(s).
2. Administratively Determined (AD) hires. This refers to resources that are not employees of the agencies represented by the Southern Area Coordinating Group. This does not include state employees that are paid utilizing the AD Pay Plan.
3. Contractors
4. Fire Departments

COMPACTS

Refer to the National Interagency Mobilization Guide Chapter 10 and Southern Area Mobilization Guide Chapter 100.

WILDLAND FIRE ENTRAPMENT/FATALITY

Notification will be made immediately by telephone directly to SACC. SACC will ensure notification of the SACG Agency Representative in addition to NICC. Refer to National Interagency Mobilization Guide, Chapter 10, for reporting criteria.

SERIOUS ACCIDENT/INJURY REPORTING

In addition to agency specific requirements all serious accidents and injuries will be reported through the dispatch coordination system. Serious accidents and injuries can be defined as those that require hospitalization and/or significant property damage. All such incidents should be reported on the same day of the incident occurrence.

Reporting details will include:

- Reporting Party
- Employee/Host Unit IDs
- Injuries/ Fatalities
- Transport/Hospital/Burn Center Information
- Name of Incident
- Aircraft or Equipment Involved

NATIONAL RESOURCES

Refer to the National Interagency Mobilization Guide Chapter 10.

SOUTHERN AREA RESOURCES

- Mobile Cache Support Vans
- Portable Retardant Bases
- Prevention Teams
- Southern Area Type 2 Incident Management Teams
- Southern Area Type 3 Incident Management Teams
- Type 3 Helicopters

**NOTIFICATION OF COMMITMENT OF NATIONAL, REGIONAL, AND
GACC RESOURCES**

Refer to the National Interagency Mobilization Guide Chapter 10 for notification
of commitment of National Resources.

Commitment of national resources, regional prepositioned resources, and SACC prepositioned resources require a courtesy call to SACC within 15 minutes of commitment.

UNABLE TO FILL (UTF) PROCEDURE

Refer to the National Interagency Mobilization Guide Chapter 10.

**STANDARD CUBES, WEIGHT AND GEAR POLICY FOR ALL
PERSONNEL, EXCLUDING SMOKEJUMPERS, AND HELICOPTER
MANAGERS**

Refer to the National Interagency Mobilization Guide Chapter 10.

NATIONAL FIRE PREPAREDNESS PLAN

Refer to National Interagency Mobilization Guide, Chapter 10.

WHY PREPAREDNESS LEVELS ARE ESTABLISHED

Refer to National Interagency Mobilization Guide, Chapter 10.

SOUTHERN AREA PREPAREDNESS LEVELS

The Southern Area Preparedness levels have been established to:

- Identify the level of wildland fire or prescribed fire activity, all-hazard activity, severity, and resource commitment within the Southern Area
- To identify actions to be taken by Agency Administrators, Center Manager, Unit Administrators, and State Coordination Centers to assure an appropriate level of preparedness/readiness for the existing and potential situation.
- To modify or curtail Area or Unit fire management activities when essential to assure preparedness and response capabilities for situations within the Southern Area.

GENERAL

The SACC Center Manager will monitor the Area wildland fire and all-hazard situation and determine Preparedness Levels. Preparedness Level 4 and above will be set after consultation with the Southern Area Coordinating Group. In declaring the Preparedness Level, the following will be considered:

- Current and forecasted weather and fire danger
- Severity and number of recent fires
- Resources currently committed
- Heavy risk periods
- Severity and/or complexity of all-hazard incidents

Area Preparedness Levels are determined from the ground up, and at the higher levels may constrain activities in a single unit not experiencing similar activity. This ensures that sufficient resources will be available for Area or National situations. However, Area Preparedness Levels must also be responsive to the National Preparedness Levels that identify amounts of wildland fire activity, severity and resource commitment nationally.

Certain circumstances may arise where it is necessary to make exceptions to management considerations specified in the Preparedness Levels. The following section describes applicable circumstances and procedures to be followed.

EXCEPTIONS

Since the National Preparedness Levels are designed to ensure that sufficient resources are available for the National situation, management direction/considerations at higher National Preparedness Levels may constrain activities in the Southern Area, where no incident activity may be occurring.

In instances where the Southern Area may be requested to support other Geographical Areas with its resources, the SACC Center Manager and MAC Group may increase the Area PL and take the appropriate actions. The Southern Area PL may differ from the National PL, based upon the availability of resources within the Southern Area and potential and/or severity of incidents.

PREPAREDNESS LEVEL DESCRIPTION

The following tables specify actions that the Southern Area will take in providing incident support capability suited to the hazard, risk, and situation complexity. Each action specified under a PL is in addition to all actions taken in the preceding PL.

ALL PREPAREDNESS LEVELS	
Description: The following activities apply regardless of the level of incident activity.	
Management Direction/Consideration	Responsibility
A. Report wildland and prescribed fire activity via the Interagency Situation Report program as directed by SACC.	Unit Administrator / State Coordination Center
B. For all incidents that meet the large fire criteria, prepare an ICS-209 and submit via FAMWEB system. (Southern Area and National Interagency Mobilization Guides, Chapter 60)	Incident Commander/State Coordination Center
C. Provide SACC with timely intelligence on existing and emerging situations.	State Coordination Center
D. Provide 7-day product	SACC Predictive Services
E. Staff State Coordination Centers commensurate with the level of incident activity and resource order workload not only at the local level but also the Southern Area and National activity levels. This will range from providing an afterhours contact to staffing the center on an extended shift basis.	Fire Management Officer
E. Weekly conference call with Southern Area Incident Commanders	SACC

PREPAREDNESS LEVEL 1

Description: Minimal activity area wide. Most Fire Danger Rating Areas have low to moderate fire danger and probability of significant incident occurrence. Potential for escaped fires is low. Minimal commitment of Southern Area Resources. Units are handling all incidents without outside resources.

Management Direction/Consideration	Responsibility
A. SACC staffed as appropriate. Outside of business hours, a Duty Coordinator will be on-call.	Center Manager
B. Monitor daily situation reports.	Center Manager

PREPAREDNESS LEVEL 2

Description: Moderate activity. At least several Fire Danger Rating Areas with Moderate to High fire danger and possibility of significant incident occurrence. Potential for escaped fires is moderate. Potential exists for fires becoming Class D or larger. Potential for hurricane or other all-hazard involvement. Little or no commitment of Southern Area Resources in Area, although national mobilization may be occurring.

Management Direction/Consideration	Responsibility
A. Consider staffing SACC seven days a week with extended hours and/or Duty Coordinator on call.	Center Manager
B. Consider severity needs.	Area Administrators
C. Consider coordinating the issuance of press releases that highlight interagency current conditions and a brief outlook.	Area Administrators

PREPAREDNESS LEVEL 3

Description: Several Fire Danger Rating Areas are experiencing High or greater fire danger and/or two or more units experiencing significant incidents, either fire or all-hazard or national mobilization requiring a major commitment of Southern Area resources. Potential exists for fires becoming Class E or larger. Possible hurricane strike in area within 72 hours. FEMA is considering issuing mission assignments. One Incident Management Team is on standby or committed to an incident, or 50 percent of Area crews or initial attack resources are committed.

Management Direction/Consideration**Responsibility**

A. SACC staffed 0800-1800 seven days a week. Hours may be extended, according to activity occurring. Consider seven-day staffing of Predictive Services unit. Consider Activation of Decision Support.

Center Manager

B. Provide daily weather briefing

SACC Predictive Services

C. Consider the activation of MAC.

Center Manager/MAC

D. Ensure management systems provide sufficient support to keep computers and telecommunications fully operational.

Center Manager

E. Maintain two airtankers within the Southern Area as appropriate.

Center Manager

E. Consider daily/weekly conference calls with State Coordination Centers.

Center Manager

F. Consider need for daily/weekly Aviation calls.

Center Manager

G. Coordinate pre-positioning of resources as appropriate.

Center Manager/MAC

H. Ensure incident qualified personnel are available for assignment.

Agency Administrator

I. Consider opening pre-identified Mobilization Centers/Staging Areas as appropriate.

Center Manager

G. Consider activating State Compacts.

Compact Coordinator/
Fire Chiefs

PREPAREDNESS LEVEL 4

Description: Several Fire Danger Rating Areas are experiencing Very High or Extreme Fire Danger. Four or more units experiencing fire or all-hazard incidents requiring additional resources mobilized from outside the area. High number of fires escaping initial attack. No improvement in the predicted weather is expected for at least 48-72 hours. More than two Incident Management Teams are committed in the Southern Area. Possible hurricane strike in the area within 24 hours and FEMA has tasked SACC with several mission assignments.

Management Direction/Consideration	Responsibility
A. Allocation of resources according to priorities set by the MAC Group.	Center Manager
B. Open pre-identified Mobilization Centers/Staging Areas as appropriate.	Center Manager
C. Activate Interagency Public Information Group	Center Manager
D. Activate a Decision Support at SAOTC as needed based upon need and severity.	Center Manager
E. Consider prepositioning Incident Management Teams.	MAC
F. Consider prepositioning Helicopter Modules, Safety Officers, and Type 3 Incident Commanders.	Center Manager/MAC
G. Consider activation of Aviation Safety Assistant Teams	MAC

PREPAREDNESS LEVEL 5

Description: Several State/Federal units are experiencing major fire or all-hazard incidents which have the potential to exhaust all resources, while numerous new fires or resource commitments continue to occur. Most, if not all, the resources within the Area are committed. As resources become available, they are immediately reassigned to other incidents. The majority of support is coming from outside the Area. No improvement in the weather is predicted for at least 72 hours. A hurricane has made landfall causing significant damage. FEMA has tasked SACC with several mission assignments related to the hurricane or all-hazard incident leading to a depletion of Southern Resources.

Management Direction/Consideration**Responsibility**

A. Intensify coordination efforts with all wildland fire protection agencies.

MAC

B. All State Coordination Centers staffed 7 days a week to provide coverage/service for affected units.

Fire Management Officers

C. Assess risk and impacts of the proposed actions and discuss with the National MAC Group.

Center Manager / MAC

PREPAREDNESS LEVEL 5 to 4

Description: Large fire potential has decreased. Most critical needs for ongoing large fires or incidents have been met. No longer receiving new mission assignment for hurricane or all-hazard incidents.

PREPAREDNESS LEVEL 4 to 3

Description: Competition for resources has decreased. Team commitment across the area is decreasing. Ordering for hurricane or all-hazard support has decreased and critical needs have been met.

PREPAREDNESS LEVEL 3 to 2

Description: The majority of significant fires are releasing resources and reaching containment. Initial attack resources are becoming available. Fuels and weather conditions are not conducive for significant fire growth. Requests for hurricane or all hazard support is greatly diminished.

NATIONAL MULTI-AGENCY COORDINATING GROUP (MAC) DECISIONS

Refer to the National Interagency Mobilization Guide, Chapter 10.

NATIONAL MULTI-AGENCY COORDINATING (NMAC) GROUP ORGANIZATION

Refer to the National Interagency Mobilization Guide, Chapter 10.

SOUTHERN AREA MULTI-AGENCY COORDINATING GROUP (MAC)**ACTIVATING THE MAC GROUP**

At Preparedness Level 3 or when significant commitment of resources is occurring, the Southern Area Coordinating Group and Southern Area Center Manager will discuss and consider the need to activate the MAC Group and supporting organization. The MAC group is comprised of top management level personnel from those agencies who have jurisdictional responsibility and those that are heavily supporting the effort or may be significantly impacted by lack of local resources. Each of the members of the MAC Group should have delegated authority from their respective Agency Administrators for the following responsibilities:

- Prioritize incidents.
- Ensure that the collective situation and resource situation status is provided and current, by agency.
- Anticipate future resource needs

ROLE OF THE MAC GROUP

Activation of a MAC group improves interagency coordination at top management levels and provides for allocation and timely commitment of multi-agency emergency resources on any incident. Participation by multiple agencies in the MAC effort will improve:

- Overall situation status information.
- Incident priority determination.
- State and Federal disaster coordination.
- Political interfaces.
- Overall coordinated information provided to the media and agencies involved.
- Prioritization of incidents and critical resources

Refer to the SA MAC Group Operating Plan.

https://gacc.nifc.gov/sacc/resources/logistics/SAMAC_Operating_Plan.pdf

COMPLEXITY

Refer to the National Interagency Mobilization Guide, Chapter 10.

INCIDENT SUPPORT ORGANIZATION (ISO)

Refer to the National Interagency Mobilization Guide Chapter 10.

Agency administrators are responsible for emergency operation. They provide general guidance and interact with the MAC Group. Typically, some or all of their responsibilities are delegated to personnel who can devote more complete attention to the situation. Often the unit Fire Management Officer (FMO) has responsibility for the ISO and as a representative on the local MAC Group. Routine initial attack and other dispatch functions continue but are separated from the ISO. Each office shall maintain a dispatch operating plan which will include authorities, roles, and responsibilities for expanded dispatch personnel, procedures for routine and emergency operations, the resource order process, job aids and references for the integration of buying teams and sources of supply.

The ISO works to provide logistical support to the host agency and the incident(s). The ISO is implemented to address the increased business volume and to supplement established organizations. Staffing positions in an ISO are based on need rather than preconceived organizational chart.

The ISO reports to the agency administrator and is composed of functional branches, Expanded Dispatch, Technical Support, and Administrative Support. The functional branches coordinate and cooperate to support the host agency and the incident(s).

EXPANDED DISPATCH

Refer to the National Interagency Mobilization Guide, Chapter 10.

TRANSITION CHECKLIST

The following is a simple checklist for the transition from initial attack dispatching to major incident support:

State Coordination Center Responsibilities:

- Order Interagency Incident Management Team/All-Hazard Management Team and related support items (cache van, radios systems, etc.), as appropriate.
- Request a Temporary Flight Restriction – If required, request special VHF radio frequencies from SACC, as needed.
- Implement a preplanned transition to an incident support organization. Refer to the National Interagency Mobilization Guide, Chapter 10.
- Implement agency organization commensurate to the situation, including Safety Officer(s), Law Enforcement Officer(s), Information Officer(s), Hazardous Materials Coordinator(s), etc.
- Designate agency person as incident information focal point at the unit level.
- Notify cooperating agencies.

SACC Responsibilities:

- Notify appropriate agency management personnel of the situation.
- Notify on-call IC of the situation. When Incident Management Team or All-Hazard Management Team is ordered, ensure related support items (cache van, radios systems, etc.) are considered and requested by the ordering unit.
- Order additional staffing for expanded operations and any local logistical support.
- Consider needs for staging area and personnel.
- Request that Public Affairs Officer is designated as incident information focal point at the regional level (Forest Service incidents only).
- Ensure an Agency Official is designated as a Technical Liaison when the Region is notified that Departmental or Administrative Officials will be visiting an incident (Forest Service incidents only).

TECHNICAL SUPPORT

Refer to the National Interagency Mobilization Guide, Chapter 10.

ADMINISTRATIVE SUPPORT

Refer to the National Interagency Mobilization Guide, Chapter 10.

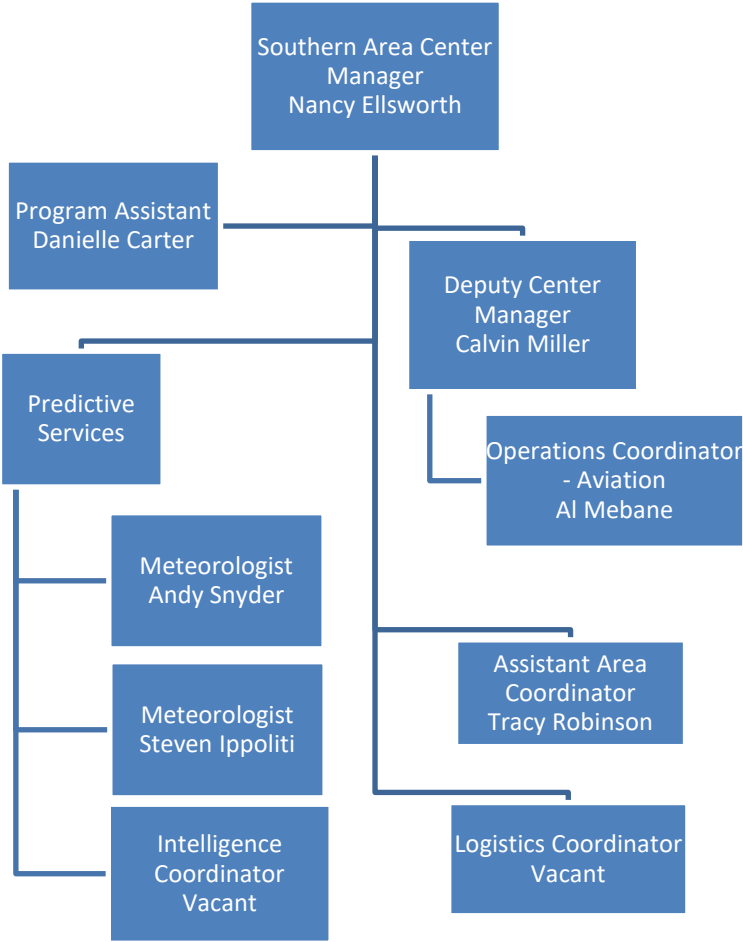
EXAMPLE ORGANIZATIONS

Refer to the National Interagency Mobilization Guide, Chapter 10.

SOUTHERN AREA COORDINATION CENTER

The Southern Area Coordination Center (SACC), Atlanta, Georgia, is the focal point for internal and external requests for all federal and state land management agencies within Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, Puerto Rico, and the U.S. Virgin Islands. Also included are federal agencies east of the 100th Meridian within the States of Texas and Oklahoma. The Oklahoma Department of Agriculture – Forestry Service and Texas Forest Service are represented state-wide by the Southern Area Coordination Center.

SOUTHERN AREA COORDINATION CENTER ORGANIZATION



STATE COORDINATION CENTERS

The twelve State Coordination Centers are responsible for coordinating the mobilization of resources within their areas of jurisdiction and the collection and dissemination of intelligence information on incidents within their states. The State Coordination Centers serve as the link between SACC and individual Forests, Parks, Refuges, Tribes, BIA Agencies, and State units.

MOBILIZATION PROCEDURES FOR MILITARY ASSETS

Refer to the National Interagency Mobilization Guide, Chapter 10.

INTERNATIONAL OPERATIONS

Refer to the National Interagency Mobilization Guide, Chapter 10.

International Arrangements and Agreements, and respective Operating Plans, can be found at:

<https://www.nifc.gov/nicc/logistics/International%20Agreements.html>

INTERAGENCY AGREEMENTS

National Interagency Agreements

National Interagency Agreements can be found at:

<https://www.nifc.gov/nicc/logistics/references/Interagency%20Agreements.pdf>

Southern Area Interagency Agreements

Interagency agreements established within the Southern Area between cooperating partners can be found on the following webpage:

https://gacc.nifc.gov/sacc/cooperative_agreements.php

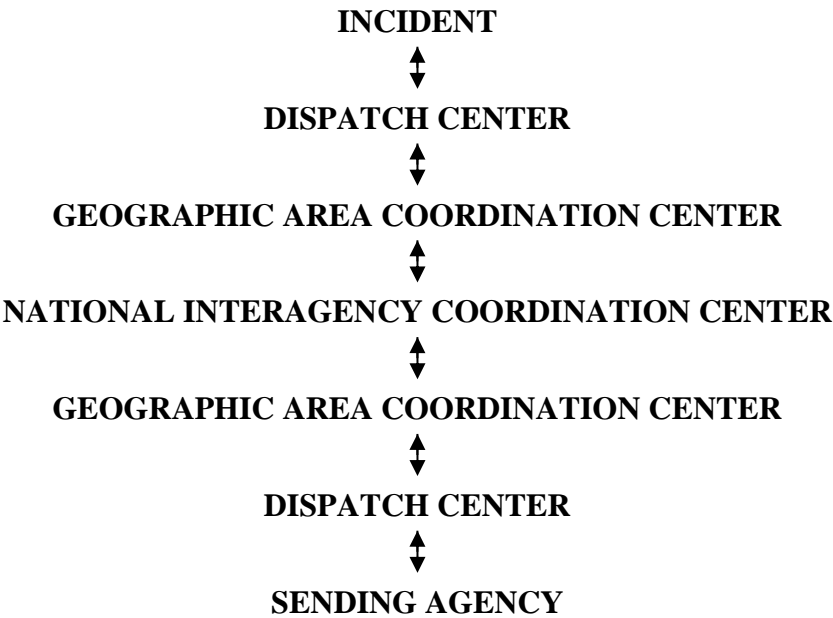
ORDERING CHANNELS

All agencies have designated ordering procedures for incident and Wildland fire support and services. These established ordering channels provide for: rapid movement of requests, agency review, efficient utilization of resources and cost effectiveness. Refer to the National Interagency Mobilization Guide, Chapter 10.

ORDERING PROCEDURES

Resource order requests will be processed using the Interagency Resource Ordering Capability (IROC). Resource order requests as the result of an incident, preparedness, severity, and wildland and prescribed fire will follow the established ordering channel displayed below.

At the point in this flow when an order can be filled, reverse the process to ensure proper notification back to the incident or requesting office. Local agency dispatch offices should use mutual aid agreements with cooperators whenever possible.



Southern Area Neighborhood Ordering Policy: State Coordination Centers may order resource directly from their neighbor(s). The following table defines the neighborhood for each state coordination center.

STATE COORDINATION CENTER	MAY ORDER FROM
AL-AIC	FIC, GIC, MIC, TNC
AR-AOC	NM-ABC*, LIC, MIC, MO-MOC*, CO-PBC*, NM-SFC*, NM-TDC*, TIC, TNC
FL-FIC	AIC, GIC
GA-GIC	AIC, FIC, NCC, SCC, TNC
KY-KIC	MO-MOC*, IL-ILC*, IN-IIC*, PA-MACC*, TNC, VIC
LA-LIC	AOC, MIC, TIC
MS-MIC	AIC, AOC, LIC, TNC
NC-NCC	GIC, SCC, TNC, VIC
SC-SCC	GIC, NCC
TN-TNC	AIC, AOC, GIC, KIC, MIC, MO-MOC*, NCC, VIC
TX-TIC	NM-ABC*, NM-ADC*, AOC, LIC, NM-TDC*
VA-VIC	KIC, PA-MACC*, NCC, TNC

* Denotes ordering agreements with Dispatch Centers outside of the Southern Area.

The following conditions must be met when utilizing the Southern Area Neighborhood Ordering Policy:

- Dispatch Centers will utilize closest forces concept when mobilizing resources.
- Dispatch Centers cannot reassign resource to another Dispatch Center if that resource was originally mobilized through the neighborhood ordering without the permission of the resource's home Dispatch Center.
- When a resource is unavailable through the neighborhood ordering, the requesting unit may place the order with SACC, who will obtain resources through established dispatch channels. SACC will normally not check with the requesting dispatch center's neighborhood (unless requested or if the Neighborhood Ordering has been suspended).
- Orders for National and Regional resources will be placed through SACC.
- Orders must be placed with SACC when a State Coordination Center cannot fill within their dispatch jurisdiction with Forest Service Call-When-Needed aviation resources and/or DOI's On Call Aircraft Contracts & Source List aviation resources.
- If SACC needs a resource which has been mobilized through the neighborhood ordering policy, once permission has been granted by the home dispatch, SACC will place the order with the current dispatch center.

- At a Dispatch Center Manager's discretion and with SACC approval, a local dispatch center may temporarily withdraw their participation in the neighborhood ordering policy.
- The SACC Center Manager may suspend the Southern Area Neighborhood and/or GACC Boundary Adjacent Unit ordering authority when the total resource availability may not support current GACC activity. This most often occurs during Southern Area Preparedness Levels 4 and 5 but may occur at any Preparedness Level due to complexity of activity.

See Chapter 100 for Compact Mobilization/Aid Request.

SUPPORT TO BORDER FIRES

Refer to the National Interagency Mobilization Guide Chapter 10.

ORDERING BETWEEN LOCAL OFFICES ACROSS GACC BOUNDARIES

Local dispatch centers adjacent to one another may engage in resource ordering across GACC boundaries without having a formal agreement or MOU in place. Resource movement could include personnel and equipment for wildland fire response, prescribed burning opportunities and/or other resource based activities. Local border agreements may be necessary if there is a need to exchange funds or provide for cross-billing authorities.

The sending GACC must grant approval to the local center before any National or Geographic type resources are sent across GACC boundaries. Depending on National PL levels and/or NMAC priorities, the NICC may also require approval. Resources sent across GACC boundaries cannot be reassigned without prior approval from the sending GACC and the sending local unit. With the exception of initial attack, all resources are to be mobilized across GACC boundaries on a resource order. Resources committed beyond initial attack are expected to be ordered on a resource order.

MOBILIZATION AND DEMOBILIZATION INFORMATION

Refer to the National Interagency Mobilization Guide Chapter 10.

NON-WILDLAND FIRE RELATED ORDERING

Refer to the National Interagency Mobilization Guide Chapter 10.

SACC will accept requests for non-suppression incidents (i.e., flood, hurricane, tornados, homeland defense, etc.). The use of appropriate cost coding procedures is required. Orders will be placed through normal dispatch channels.

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MOBILIZATION

Southern Area State Coordination Centers will fill orders from the most logical source available at the time of need. This choice will be made based on urgency or need, availability, delivery time, reasonable cost effectiveness, operational impact on the other units, closest forces, consideration of the integrity of the overall program, and, above all, safety. This will be accomplished while adhering to the resource mobilization priorities as set by the SACG.

For initial attack, the closest forces concept applies.

For extended attack on Forest Service incidents, contract resources will be ordered using Dispatch Priority Lists (DPLs), when available. Other agencies may utilize contract resources on the DPLs.

If a request requires individuals to be self-sufficient for the duration of the assignment, they must be able to procure food, lodging, and local transportation.

State Coordination Centers are responsible for ensuring that resources mobilizing outside of the GACC are following NWCG standards.

STANDARDS FOR WILDLAND FIRE POSITION QUALIFICATIONS

Refer to the National Interagency Mobilization Guide, Chapter 20.

AVAILABILITY

IROC will be maintained to reflect the status of all overhead resources and crews.

OVERHEAD NAME REQUESTS

Refer to the National Interagency Mobilization Guide, Chapter 20. SACC will review and approve, or deny, all name requests. The ordering office **MUST** confirm availability for the individual being requested prior to placing the request. Name Requests for national resources generally will not be honored. When placing a name request with NICC, the COD will give the COD at NICC a courtesy call. However, name requests can be denied at any level.

Severity requests often involve strategic movement of resources from areas with lower fire potential. In these cases, name requests are appropriate and are typically directed by agency managers.

TECHNICAL SPECIALIST

Refer to the National Interagency Mobilization Guide, Chapter 20.

REMOTE EMPLOYEE

Refer to the National Interagency Mobilization Guide, Chapter 20.

DETAIL REQUESTS

Requests from State Coordination Centers for resources to respond to extended assignments (greater than 14 days), non-suppression incidents (for example, homeland defense, etc.) and preparedness will include a completed detail request form. This form is a supplemental information worksheet to the standard resource order form and can be found on the SACC website.

The form will provide the prospective detailer complete information on the requesting unit's needs. All individuals filling detail requests from the Southern Area should have access to the completed detail request form before travel is commenced.

The sending and receiving units will work directly with each other to address and resolve administrative and personnel matters.

Travel itineraries will be relayed through normal dispatch channels.

DEMOBILIZATION

Emphasis will be placed on having personnel home no later than 2200 hours local time during demobilization. Occasionally, the availability of large transport aircraft will dictate time frames during demobilization.

Orderly flow of personnel and resources from the incident to the place of origin must follow the reverse order of mobilization and remain within established communication channels.

SACC Coordinator On-Duty (COD) will advise the State Coordination Centers and Incident Commanders of any geographic area or national priorities to be included in the demobilization plan(s). At PL 4 or 5, demobilizations will be given to the dispatch center 48-hours prior to demobilization for reassignment if applicable.

MOBILIZATION CENTERS

Primary mobilization centers in the Southern Area are in Knoxville, Tennessee; Tampa, Florida; and Ft. Smith, Arkansas. Other centers may be activated on an ad-hoc basis to deal with specific incidents. These centers are an extension of SACC and will be activated as recommended through the SACC Center Manager and managed by the Host Unit. SACC will coordinate with the State Center in which the mobilization center is located for coordination of resource mobilization.

Early notification must be given to the unit hosting the mobilization center. SACC will coordinate arrival times with the hosting unit before the resources are ordered. Upon concurrence that the Mobilization Center can be supported by the host unit, the host unit will generate an incident order identified by the name of the location of the Mobilization Center and will include the appropriate accounting code for activation.

The Mobilization Center Manager will coordinate the facilities, supplies and staffing needs according to the operating plan. SACC will coordinate with the Mobilization Center Manager on incident priorities.

(The following applies to Forest Service incidents only)

- Mobilization Center Managers should evaluate the need for a Human Resource Specialist (HRSP) in Mobilization Centers with less than 300 people.
- A Human Resource Specialist will be assigned to the mobilization center when 300 or more people are at the center.

OVERHEAD WITH CREWS

Interagency Resource Representative:

An Interagency Resource Representative will be assigned to all Geographic Areas that have four or more Southern Area crews committed to incidents. All Southern Area IARR's are ordered by SACC and are responsible to report directly to the SACC Center Manager or the Area Representative if the position has been activated.

As a representative of the agencies located within the Southern Area, the IARR acts as a liaison between area resources and the Incident Command Teams, the Southern Area Coordination Center, host Agency Administrator/Fire Management organization and represent the interests of the sending area in relation to the sending area resources.

Duties of the Southern Area IARR consist of, but are not limited to assisting Incident Management Team/host Geographic Area Coordination Center in giving oversight to:

- R&R issues
- Pay issues
- Accident/Injury Incidents
- Crew Replacement
- Crew Performance
- Cultural issues
- Tracking of lengths of assignments

The IARR will report at least daily to the SACC Center Manager or the Deputy Center Manager. The IARR will submit daily reports to SACC at the end of each day. They will maintain regular contact with Crew Representatives assigned to Southern Area crews, Crew Bosses, other IARR's, and single resources from the Southern Area. Southern Area IARR's may be requested to provide the Demobilization Unit and host Coordination Center with assistance related to demobilization of crews. They will also attend IMT briefings, strategy, and planning sessions, when feasible, to keep current on incident plans. At the end of their assignment, IARRs are responsible to submit a copy of their OF-288 to the SACC Center Manager or the Coordinator on Duty.

Area Representative:

An Area Representative will be assigned by the SACC Center Manager when three or more IARRs have been assigned to out-of-GACC incidents or at the discretion of the SACC Center Manager and will represent the Southern Area at the receiving Geographical Area Coordination Center (or other agreed-upon location). All IARRs assigned to that area will report through the designated Area Representative to the Southern Area Coordination Center. Each Area Representative will be tracked on a GA-SAC resource order.

INTERAGENCY WILDLAND FIRE MODULES

Refer to the National Interagency Mobilization Guide Chapter 20 and Southern Area Mobilization Guide Chapter 30. Mobilization procedures outside the Southern Area for wildland fire modules will follow standard dispatch channels. Orders for modules from one State Coordination Center's "jurisdiction" to another will be through State Coordination Centers and SACC. Within a State Coordination Center's jurisdiction (i.e.: Arkansas and Oklahoma, and Tennessee), dispatch procedures will be as agreed to by the State Coordination Center Manager, the FMO of the host unit, and the module leader.

SMOKEJUMPERS

Refer to National Interagency Mobilization Guide, Chapter 20.

HELICOPTER MODULE

Refer to National Interagency Mobilization Guide, Chapter 20. The Southern Area Multi-Agency Coordination Group recommends and supports ordering trainee Helicopter Managers to be assigned with each qualified Helicopter Manager, due to the shortage of qualified Helicopter Managers in the Southern Area.

NON-STANDARD OVERHEAD GROUPS

The generic overhead catalog items "FUMD – Module, Fuels" or "SMOD – Module Suppression" will be used to order non-standard overhead groups. Refer to the National Interagency Mobilization Guide, Chapter 20.

SAW MODULES

The Southern Area has developed a minimum saw module configuration that SACC will use when soliciting availability of saw modules for FEMA/ESF4 or Interagency use during hurricanes or all-hazard events. Any unit can request modules configured differently if that is needed and intra-agency configuration can be based on that agency's guidance and standards.

2 Person Saw Module	Sawyer	Swamper
Personnel	1 sawyer (FAL2, Faller Intermediate, minimum)	1 swamper (FFT2)
Required Training/Certification	RT-130, WCT (Arduous), S-212 or RT-212, CPR, First Aid with Blood borne Pathogens training.	RT-130, WCT (Arduous), CPR, First Aid with Blood borne Pathogens training.
Tools & Equipment	Saw kit, one falling axe (minimum), dolmars, bar oil, falling wedges, first aid kit, 2 spare chains per saw (minimum), aluminum fuel bottle (Sigg) (optional), chainsaw	
Personal Gear	Arrive with: Crew first aid kit, personal first aid kit, headlamp, 1 quart canteen, web gear, sleeping bag, tent	
Communications	Programmable Radio	
Logistics	Self-sufficient recommended (at least for first 72 hours)	
Transportation	AOV preferred (4x4 recommended)	

AREA AVIATION COORDINATOR

Due to the high volume of aviation assets utilized in fire suppression in the Southern Area, the establishment of an Area Aviation Coordinator within the GACC has proved to be efficient and successful. The Area Aviation Coordinator is a Technical Specialist position assigned to the Southern Area Coordination Center. The SACC Center Manager may activate an Area Aviation Coordinator when:

- A MAC group is in place locally or at the Southern Area Coordination Center.
- Large incidents in close proximity (no Area Command Team in place).
- Heavy, long-term initial or extended attack where a large number of aircraft are stationed within the Southern Area for an extended period of time.

The Area Aviation Coordinator will serve as an assistant to the SACC Aviation Coordinator and as an aviation advisor to the Southern Area MAC, individual Agency Aviation Officers, Incident Air Operations Branch Directors, Communications Coordinators, Airspace Coordinators, aviation safety specialists and State Coordination Center Managers, as well as the SACC Center Manager. Frequent consultation, in the form of meetings or conference calls, will occur daily.

The USFS R8 Fixed Wing Operations Specialist, Helicopter Operations Specialist or similar positions may be called upon to fill this role. It is recommended, due to the heavy involvement of the individual with the dispatch organizations, that he/she have a working knowledge and/or past experience in dispatch or logistics.

AIRSPACE COORDINATOR (ASCO)

The position may function at either the local or Coordination Center level. The SACC Center Manager will activate the position at SACC when aviation activity warrants.

COMMUNICATIONS COORDINATOR (COMC)

Refer to the National Interagency Mobilization Guide, Chapter 20.

Due to the high volume of communication assets utilized on heavy or long-term incidents in the Southern Area, SACC Center Manager may activate a Communications Coordinator (COMC). The COMC will coordinate with the SACC Aircraft Desk and the Supplies Desk as needed. The COMC will be an advisor to the SACC Center Manager or when a MAC Coordinator is assigned.

INCIDENT METEOROLOGIST (IMET)

Refer to the National Interagency Mobilization Guide, Chapter 20.

The Southern Area Coordination Center will coordinate the assignment of Incident Meteorologists (IMET) and IMET trainees with NWS National Fire Weather Operations Coordinator (NFWOC).

If an IMET is requested, and one is not available by the local NWS Forecast Office or if the National Preparedness Level is at 4 or higher, the request will be placed up to SACC. SACC will contact the NFWOC by calling 877-323-4638.

IMETs will coordinate with their State Coordination Center to ensure that their availability is properly status in IROC.

CACHE SUPPORT POSITIONS

Refer to the National Interagency Mobilization Guide, Chapter 20.

CACHE DEMOBILIZATION SPECIALIST

To ensure compliance with hazardous materials transportation regulations, and to assist the Supply Unit with packaging backhaul for refurbishment, a Cache Demob Specialist (CDSP) will be dispatched to any incident requiring a mobile support cache van or significant commitment of cache supplies or equipment. The Southern Area Incident Support Cache Manager will designate those individuals within the Southern Area who are qualified to fill this position. This position will report to the Cache Manager.

AIR RESOURCE ADVISORS (THSP-ARA)

Refer to the National Interagency Mobilization Guide, Chapter 20.

THSP-ARA are ordered in IROC as a Technical Specialist, document in special needs “THSP: Air Resource Advisor”. Air Resource Advisors are specialists in smoke management and air quality. An ARA is recommended when an incident has smoke management objectives and smoke is expected to impact communities or sensitive populations for an extended period of time.

Requests for THSP-ARA resources should be coordinated with the lead for the program, Peter.Lahm@usda.gov, and the ARA order line at 661-438-1272. Pete will assist in obtaining the closest available resource and in coordinating with the Wildland Fire Air Quality Response Program. For further information, refer to Wildland Fire Air Quality Response Program website:

<https://www.wildlandfiresmoke.net/>

INCIDENT MANAGEMENT TEAMS

The Southern Area has three complex incident management teams (CIMT) and one type 3 incident management team (IMT) that are federally sponsored. The State of North Carolina sponsors two Type 2 IMTs and the State of Florida sponsors two type 1 IMTs and two type 2 IMTs that meet NWCG standards and will be available for internal and external assignment.

SACC, acting for the Southern Area Coordinating Group, will be the focal point for maintaining current information on federally sponsored CIMTs and type 3 IMT's status regarding rotation, on-call period, and availability.

Complex Incident Management Teams (CIMT):

Incident Management Teams above Type 3 are continuing a systemic change from Type 1 and 2 Incident Management Teams to Complex Incident Management Teams. 2023 will be the final year to transition from Type 1 and 2 teams to CIMTs. For 2023 the Southern Area Type 1 teams (Red and Blue) and the Southern Area Type 2 (Gold) team are designated as CIMT.

Team Rotation:

The Red, Blue and Gold Teams are fully qualified CIMTs and serve on the National Rotation. All three teams serve on a two-week, on-call rotation throughout the year for the Southern Area. The federally sponsored type 3 IMT is not on a set rotation. The availability periods will be determined by the SACG based on activity and team availability.

Team on-call rotation is as follows:

- Team rotation is a two-week rotation starting at 0001 hours (Eastern Time) Monday to 2400 hours (Eastern Time) Sunday.
- When the current on-call IMT is mobilized to an incident within the Southern Area and complete transfer of command, the next IMT in rotation will move up as the next available. If the original IMT assignment is less than 14 days in duration and ends before their rotation period ends, that IMT has the option to finish their rotation.

The Southern Area IMT rotation is located on the web at:

<https://gacc.nifc.gov/sacc/overhead.php>

Federally Sponsored Team Mobilization:

Requests for the teams are made by using field units through State Coordination Centers to SACC.

SACC will normally request 50 members for mobilization of either Team (long) to facilitate trainees and apprentices for the development of future Southern Area Incident Management Teams.

For out-of-area assignments, Refer to the National Interagency Mobilization Guide, Chapter 20.

For non-fire assignments (particularly FEMA missions), the IC will negotiate the team configuration with the ordering entity.

When a team is ordered, the SACC Coordinator-on-Duty (COD) will contact the Incident Commander (IC) first and provide information on the incident. The IC and the COD will then finalize the team roster of positions to be mobilized.

An automated telephone message may be sent to team members to alert them of a mobilization and to encourage them to ensure their status in IROC is current.

Team Ordering Considerations:

When deciding whether to order a Short, Standard, or Negotiated Incident Management Team (IMT) unit Agency Administrators and/or Fire Management Officers are encouraged to contact their respective Agency Fire Director or SA MAC rep and the Incident Commander on rotation. This will aid in determining the needs of the incident and help the incoming team meet the expectations of the ordering unit. The cost of using a Southern Area Interagency Type 1 or Type 2 IMTs will be very similar.

Short Team

A short team configuration is 9 positions.

Incident Commander	Operations Section Chief	Logistics Section Chief
Safety Officer	Operations Section Chief	Finance Section Chief
Public Information Officer	Air Operations Branch Director	Planning Section Chief

Advantages:

- A short team is most effective for work forces needing skilled extended monitoring, short duration, or special events.
- Costs are less than a standard team.

Disadvantages:

- Does not increase the effectiveness over a type 3 team
- Delays in providing the needs of the incident and firefighters due to lack of unit leader positions being staffed.
- Does not aid in successional staffing needs.
- If the event escalates there will be a 2-3 day delay for the team to be at full strength while additional positions are mobilized.

Standard Team

A standard team configuration is 60 positions. Includes a full complement of trainees

Incident Commander	Logistics Section Chief (2)	Planning Section Chief (2)
Deputy Incident Commander	Communications Unit Leader	Resource Unit Leader (2)
Liaison Officer	Ordering Manager	Status Check-in Recorder
Public Information Officer	Ground Support Unit Leader	Situation Unit Leader
Safety Officer	Medical Unit Leader	Computer Specialist
Operations Section Chief (3)	Facilities Unit Leader	GIS Specialist
Division Supervisor (4)	Supply Unit Leader	Fire Behavior Specialist
Structure Protection Specialist	Receiving/Distribution Manager	Demobilization Unit Leader
Air Operations Branch Director	Security Manager	Training Specialist
Air Support Group Supervisor	Finance Section Chief (2)	Trainees (up to 10)
Air Tactical Group Supervisor	Cost Unit Leader	420/520 Candidates (up to 6)
Helibase Manager	Time Unit Leader	IC Discretion (up to 6 Positions)
	Comp/Claims Specialist	

Advantages:

- Able to meet the demands of most incidents.
- Provides efficient staffing to all functional areas.
- A standard configuration team provides the best avenue for long term Southern Area Incident Management Succession.
- Achieves the trainee being present during the initial stages of the incident to get the most out of the experience.
- Type 3 teams that are struggling with 15-25 personnel often indicate a standard team is needed.

Disadvantages:

- Higher cost than a short or negotiated team. However, the overall benefits to the incident can result in a lower final cost due to effectiveness of the Standard IMT.

Negotiated Team

When considering negotiating team size, factors such as duration, 24-hour staffing, staffing and effectiveness of the existing type 3 team, expected fire growth, weather, jurisdictions, and safety are all critical to the process.

Advantages:

- Gets the desired positions for the incident.
- Can prevent duplication of skills.
- Can allow for integration of existing management organization.

Disadvantages:

- If conditions change, it takes 2-3 days for a negotiated team to reach standard configuration.
- Resource order for the team has to be modified and will delay the mobilization.
- Does not aid in successional staffing needs.

NATIONAL INCIDENT MANAGEMENT ORGANIZATION TEAMS (NIMO)

Refer to the National Interagency Mobilization Guide, Chapter 20.

NATIONAL AREA COMMAND TEAMS

When two or more incident management teams are needed in close proximity to each other, the appropriate line officer(s) or agency administrator(s), in consultation with the Southern Area MAC Group, will make a determination on the need to activate an Area Command Team.

ALL-HAZARD INCIDENT MANAGEMENT TEAMS

Refer to the National Interagency Mobilization Guide, Chapter 20.

EASTERN ALL-HAZARD TEAM

The Southern Area has one NPS All-Hazard Incident Management Team. The Eastern Incident Management team (EIMT) deploys with eight command and general staff members qualified at the type II All-Hazard level outlined in the Incident Positions Qualification Guide (IPQG). The EIMT is comprised of NPS personnel from the Northeast, National Capitol, and Southeast Regions of the National Park Service. To mobilize this team:

- The request shall go to the Team Coordinator, James Purcell (James_A_Purcell@nps.gov, work cell: 404-561-9121) SER Emergency Services Coordinator.
- The Team Coordinator will contact the available IC as well as notify the National Park Service Regional Director of the pending deployment.
- The IC will identify team members and communicate the team roster to the Team Coordinator.
- The Team Coordinator will verify the identified team members via IQCS.
- The team roster will be sent to the local dispatch to utilize IROC for the creation and dissemination of the resource orders.
- The established EIMT will coordinate all additional resource requests through the same dispatch center.
- The EIMT will provide a daily 209 to the Team Coordinator. Requests for copies of the daily 209 will be made through the EIMT Team Coordinator.

INCIDENT SUPPORT TEAMS

Refer to the National Interagency Mobilization Guide, Chapter 20.

INTERAGENCY BUYING TEAMS

Refer to the National Interagency Mobilization Guide, Chapter 20.

Buying Teams support the wildland fire procurement effort through the local administrative staff and are authorized to procure a wide range of services, supplies, land, and equipment rentals. In addition, the Buying Team Leader has the responsibility of coordinating property accountability with the Supply Unit Leader.

There are two buying teams established in the Southern Area that are also on the national rotation. It is not the purpose of these teams to pay bills already incurred. The buying team's IROC rosters are maintained at the SACC.

The Incident Unit's Administrative Officer will make the determination if an Incident Buying Team is needed for support to the Incident Acquisition Unit.

When no teams are available within the Southern Area, the requests will be placed with NICC.

A Buying Team will normally consist of one Buying Team Leader (BUYL) and six Buying Team Members (BUYM). Alternate Team Leaders and Team Members have been identified and will be mobilized when the primary people are not available. Team Leaders will select these alternates on a case-by-case basis and notify their State Coordination Center and the Regional Buying Team Coordinator.

PAYMENT TEAMS

Refer to the National Interagency Mobilization Guide, Chapter 20.

The National Park Service Payment Teams will no longer be ordered on a rotational basis. Instead, before a Payment Team is ordered to audit and process DOI incident invoices, the ordering unit should contact:

Stephanie Auten, 806-275-0538 or stephanie_auten@nps.gov

Once the configuration of the team is determined, requests for Payment Teams will be ordered by the jurisdictional unit as THSPs and the order placed through established ordering channels using an Overhead Group Request.

PAYMENT CENTERS

Albuquerque Service Center – Forest Service

Casual Payment Center – Department of Interior

Currently, the Albuquerque Service Center is the only payment center that processes Emergency Firefighter Payments for the US Forest Service regardless of geographic area. The payment center for the Department of Interior is the Casual Payment Center in Boise, ID.

BURNED AREA EMERGENCY RESPONSE (BAER) TEAMS

Refer to the National Interagency Mobilization Guide, Chapter 20.

The Southern Area currently has no BAER Teams. All orders for BAER Teams will be placed through SACC into NICC.

CASUALTY ASSISTANCE PROGRAM - CRITICAL INCIDENT STRESS MANAGEMENT (CISM)

A critical incident is any unexpected, traumatic event that affects an individual's feelings of personal safety, their ability to perform daily activities, and their ability to concentrate on their normal job duties. Simply put, a critical incident is a traumatic event (or perceived life-threatening event) that has enough power to overwhelm an individual's or organization's ability to cope. A critical incident is

not defined by the event itself; it is defined by the individual's and/or the organization's reaction to what occurred.

Critical Incident defined as:

Line of Duty Death Off Duty Death (in some instances) The suicide of a co-worker or colleague Aviation accident Entrapment Burn-Over Shooting	Shelter Deployment Exposure to fatalities and injuries Disaster recovery work A significant event involving children Acts of Terrorism Threats of Violence and to personal safety Serious accident of injury
Any event that is charged with profound emotion.	

Regardless of which unit has management and control, CISM should be offered to personnel following a critical incident situation. Critical Incident Peer Support interventions are most effective when applied 24-72 hours (sometimes longer) following a critical incident. It is important for personnel to operationally disengage and often reconnect with family or other support before participating in CISM services.

Requesting Services

Requests for CISM support should be made by the Agency Administrator or designee (from the local unit where the incident occurred) utilizing the new Casualty Assistance Hotline (503-808-2063). The on-line CAP Coordinator will notify the current CISM Coordinator. A general overview of the situation is required and the CISM Coordinator or the assigned CISM Group Leader will work with the local unit to facilitate placing resource orders as needed via a roster from the CISM Coordinator or CISM Group Leader.

Information Required When Ordering

1. Requesting Party
2. Requesting Agency
3. Date and time of Incident
4. Fire/Non-Fire
5. Description of Incident
6. Location
7. Number of Personnel Affected
8. Desired day, time, and location for support services
9. Name, Phone number, and location of main contact for on-site coordination

When the “incident” host agency is the United States Forest Service, contact Todd Lerke for CIPS Coordination at 505-362-4761. Requests for these teams will be coordinated through the SACC.

When the “incident” host agency is the National Park Service, contact the Emergency Incident Coordination Center (EICC) at 540-999-3412 and they will immediately contact the NPS CISM Program Coordinator for assistance.

Costs

The costs for CISM services in fire operations are to be charged to the fire incident’s management code. Non-fire incidents will be charged to a regional critical incident response code.

NATIONAL FIRE PREVENTION AND EDUCATION TEAMS

Refer to the National Interagency Mobilization Guide, Chapter 20. Several Fire Prevention Team members have been identified in the Southern Area. Requests for Teams will be filled at the GACC level.

Team composition can be determined on a case-by-case basis to meet the needs of the assignment. Any agency-specific constraints or requirements should be specified at the time the order is placed. Once a team leader is identified, he or she will discuss the scope of the job with the ordering unit, and the size of the team order may be adjusted at that time.

COMMUNITY MITIGATION ASSISTANCE TEAMS (CMAT)

Refer to the National Interagency Mobilization Guide, Chapter 20.

FIRE AND AVIATION SAFETY TEAMS (FAST)

Refer to the National Interagency Mobilization Guide, Chapter 20. These requests may be initiated at the Unit or Regional level.

AVIATION SAFETY AND TECHNICAL ASSISTANCE TEAM (ASTAT)

Refer to the National Interagency Mobilization Guide, Chapter 20.

ASTAT-enhances safety, efficiency, and effectiveness of aviation operations. ASTATs provide assistance to unit and aviation managers, flight crews and Incident Management Teams for increasing, on-going or declining incident aviation activity. Orders for ASTATs will originate at SACC or hosting unit/agency. If a team cannot be filled internally, it will be placed to NICC through the established ordering channels.

Teams require 24 hours for mobilization.

During widespread fire aviation activity throughout the Southern Area, a centralized location for the formation, briefing, and debriefing of ASATs may be established. The hosting unit/agency will coordinate with the team lead on a predetermined location.

ASATs receive an assignment briefing with management concerns and/or issues identified in a letter delegating authority which establishes the roles of the team and its expectations. The teams will provide daily feedback to the person(s) identified in the delegation of authority. Teams will conduct an exit briefing and will provide a written report prior to demobilization.

SERIOUS ACCIDENT INVESTIGATION TEAMS (SAIT)

Refer to the National Interagency Mobilization Guide, Chapter 20.

SOUTHERN AREA FIRE ACCIDENT INVESTIGATION TEAMS, COORDINATED RESPONSE PROTOCOL TEAMS and/ or FACILITATED LEARNING ANALYSIS TEAMS

SACC will follow the following mobilization procedures for mobilizing a Southern Area Accident Investigation Team(s):

- The Duty Coordinator at SACC will contact the Team Leader on the roster to check availability.
- If the Team Leader of the first team on the list is not available, the Coordinator will check with the other Team Leader.
- Once a Team Leader is available SACC will mobilize that team. When the Team Leader accepts the assignment, he/she will notify SACC if a Deputy Team Leader or Technical Specialists will be mobilized with the Team.
- It will be important for SACC to work closely with the Team Leader to ensure the necessary positions are filled for the Team.
- The Team Leader will ensure that the field unit has complied with Master Agreement provisions regarding Union notification.
- Coordinated Response Protocol Teams are not mobilized through the dispatch coordination system.

LAW ENFORCEMENT

The job titles for ground level security personnel working in the facilities and field security areas reflect the training and experience necessary to safely accomplish the job.

Security Specialist 1 (SEC1):

A Security Specialist 1 is a qualified Peace Officer, Law Enforcement Officer, or Commissioned Officer. Security Specialist Level 1 (SEC1) is authorized or equipped to make arrests or serve warrants and is agency certified.

Peace Officers, Law Enforcement Officer, and Commissioned Officers who fill the Security Specialist 1 position shall report to the incident with their defensive equipment. Defensive equipment shall be transported and carried in accordance with respective agency policies and ATA policies. FAA policies (Title 49 CFR& 1544.219).

The following is a comparison of equivalent ratings amongst agencies. However, when ordering, ensure that the individual is certified at the level specified (for example, Security Specialist 1):

- SEC1: Law Enforcement Officer – FS or DOI:
- BIA: Commissioned Law Enforcement Officers
- NPS: Commissioned Law Enforcement Officers
- FWS: Commissioned Law Enforcement Officers
- BLM: Commissioned Law Enforcement Officers

Security Specialist 2 (SEC2):

A Security Specialist 2 has, at a minimum, Forest Service Level 2 Enforcement Training and experience (or another agency's equivalent) and is skilled in recognizing actual and potential security problems.

Security Specialist 2 (SEC2) is not authorized or equipped to make arrests or serve warrants, but is agency certified.

The Southern Area Multi Agency Coordinating Group requires that Security Managers (SECM) who are supervising personnel with defensive equipment on Southern Area incidents will be qualified to carry defensive equipment.

HUMAN RESOURCE SPECIALIST (The following applies to Forest Service incidents only)

A Human Resource Specialist will be assigned to incident base camps when 300 or more people have been assigned to the Incident. Incident Commanders should evaluate the need for the position in camps with less than 300 people.

The Human Resource Specialist is responsible for:

- Monitoring for inappropriate behavior.
- Providing awareness/education on expectations for mutual respect and a harassment free work environment.
- Initiating corrective action to resolve and/or prevent problems.
- Preparing reports on activities related to inappropriate practices or conditions through the Incident Commander and/or other regular lines of authority.
- Matters that cannot be resolved during the incident will be relayed to the host Incident unit for final resolution.

NATIONAL FEDERATION OF FEDERAL EMPLOYEES (NFFE) UNION REPRESENTATIVE – (The following applies to Forest Service only)

Article 28.2 of the Master Agreement between the Forest Service and the National Federation of Federal Employees (NFFE), Forest Service Council, states:

“Union officials or their designees have the right to represent Bargaining Unit employees at all incidents. The Union may designate a sufficient number of representatives to assure up to 24-hour coverage, based on representational need, at any incident where Forest Service employees are present. “

The need for an onsite Union representative(s) will be based upon anticipated or actual representational workload as determined by the appropriate Council Vice President (CVP). If the appropriate CVP or designee determines a need to send a Union representative(s) to an incident command post, they will contact the Incident Commander (IC). The IC or designee will make arrangements for dispatch of the specified Union representative(s) designated by the CVP or designee to the incident. When a representative is dispatched, dispatch will be through the normal incident dispatch procedures. Initially, one Union representative may be dispatched. Based on anticipated or actual representational workload, as agreed upon by the CVP or designee and Incident Commander, additional Union representatives may be dispatched.

When assigned in official capacity as a Union representative, overtime and compensatory time is not authorized.

When a staffing level of 300 individuals on a Forest Service incident or 300 Forest Service employees on other than a Forest Service incident is reached and a command post has been established, the CVP or designee will be notified. Notification to the Union will be within 24 hours after staffing reaches 300. That notification will inform the CVP or designee of the location of the incident and the name of the Incident Commander. The IC will be notified of the name and contact information of the CVP or designee.

If there is a serious accident, burn over, or fatality on any incident in which Forest Service employees are potentially involved, the CVP or designee will be notified as soon as practicable within 24 hours. If the CVP or designee cannot be contacted, the FSC President will be contacted.

If no representative(s) is dispatched to the incident, the CVP's or designee's name and contact information will be conspicuously posted at the incident command post. If the need arises for an employee to contact the CVP, facilities will be made available to make this contact.

Union representative(s) will check in with the IC or designee on arrival and departure.

When a dispute arises from a situation on an incident, the timeline for raising that issue to the appropriate official under will not start until the day after the employee returns to their official duty station. If the grievant is dispatched to another incident or temporary duty assignment that prevents them from preparing and presenting a grievance in a timely manner, the time limit will be extended as stated in the first sentence of this paragraph.

For additional information on the master agreement see

https://www.fs.usda.gov/sites/default/files/fs_media/fs_document/2019_NFFE_MA_FINAL.pdf

The NFFE Council R8 Vice President designated representative in these matters is:

Derrick Miller – Francis Marion & Sumter National Forests

Office: 803-561-4056

Cell: 803-766-9023

**AMERICAN FEDERATION OF GOVERNMENT EMPLOYEES (AFGE)
UNION REPRESENTATION – (The following is included for
INFORMATION ONLY for Department of Interior Agencies)**

The Southern Area also includes the American Federation of Government Employees (AFGE) Union. Officers of AFGE Locals in the Southern Area have the right to represent all AFGE bargaining unit employees at all incident camps. The AFGE Union President or designee and the Forest Supervisor, or designee, will jointly determine the actual representation needed on a case-by-case basis.

When AFGE Union representation is determined to be appropriate, the Union will contact the Regional Employee Relations Officer, or designee, and notify the incident personnel (Incident Commander or Finance Chief) of dispatch and expected times of arrival of the designated AFGE Union Representative.

Upon request, State Coordination Centers will provide to the Union the names of all National Forest employees assigned, the location of the incident and names of the Incident Commander.

If requested by the AFGE Union, the Incident Commander will be notified of the name, electronic address, and other contact information of the AFGE President or designee of AFGE Locals.

It shall be the responsibility of all National Forest employee bargaining unit members to know the telephone number and electronic addresses of appropriate Union Officials of AFGE Locals in the event an AFGE representative has not been assigned to the incident. Facilities will be made available to employees to contact the Union when needed.

AFGE Union Representative(s) will check in with the Finance Section Chief upon arrival at the incident and will inform the Finance Chief or Comptroller prior to departure.

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CREWS

There are four types of crews that are recognized within the Southern Area and are available for National or Interagency assignments. They are Type 1, Type 2, Type 2IA and Camp Crews. All sending State Coordination Centers within the Southern Area shall forward a Passenger and Cargo Manifest Form to SACC when the resource order is processed through SACC. The Passenger and Cargo Manifest – Test Form will include the crewmember’s gender, personal weight, cargo weight, position on the crew (i.e., FFT2, CRWB, etc.) pay grade, e.g. GS-5, AD-K or WG-6 and the crewmember’s home unit or sponsor’s home unit, if applicable. The manifest will also include information pertaining to any vehicles that may be owned by and/or assigned to the crew.

MINIMUM CREW STANDARDS FOR MOBILIZATION

Refer to the National Interagency Mobilization Guide Chapter 30.

TYPE 1 INTERAGENCY HOTSHOT CREWS

For a complete list of Type 1 Interagency Hotshot Crews refer to:

<https://www.fs.usda.gov/science-technology/fire/people/ihc>

The following hotshot crews are from the Southern Area:

Asheville Hotshots, (Asheville, NC)

Augusta Hotshots, (Augusta Springs, VA)

Cherokee Hotshots, (Unicoi, TN)

Jackson Hotshots, (Jackson, MS)

The Asheville Hotshots are based in Asheville, North Carolina, and the crew's assigned season is normally from early January through mid-May. The crew is dispatched by the North Carolina Interagency Coordination Center. The primary mission for this crew is leadership development.

The Augusta Hotshots are based in Augusta Springs, Virginia, and the crew's assigned season is normally from mid-March through late August. The crew is dispatched by the Virginia Interagency Coordination Center.

The Cherokee Hotshots are based in Unicoi, Tennessee and the crew's assigned season is June through November. The Cherokee Hotshots are dispatched through the Tennessee Interagency Coordination Center.

The Jackson Hotshots are based in Jackson, Mississippi and hosted by the BLM-Eastern States. The crew's assigned season is normally from mid-March through August. The crew is dispatched by the Mississippi Interagency Coordination Center.

Please note the allowable crew size for Type 1 crews is now 18 to 25 members.

Reference: Interagency Standards for Fire and Fire Aviation Operations (NFES 2724): <https://www.nifc.gov/standards/guides/red-book>

INTERAGENCY HOTSHOT CREWS AS T2IA, T2 OR SUPPRESSION MODULES

Refer to the National Interagency Mobilization Guide Chapter 30.

TYPE 2 AND TYPE 2 IA CREWS

Refer to the National Interagency Mobilization Guide Chapter 30.

US FOREST SERVICE CONTRACTED CREWS

Refer to the National Interagency Mobilization Guide Chapter 30.

Type 2 and Type 2IA: Agency Specific, Sponsored or Interagency (Multi-Agency) Regular Crews

Agency specific, agency sponsored or interagency crews from sub-geographic areas have been identified and will be dispatched within the regular Southern Area crew rotation to incidents within and outside of the Southern Area.

Federal land management agencies as well as state land management agencies within the southern area can mobilize crews made up of regular agency and state personnel as well as administratively determined (AD) casual hire individuals for needs within and outside the Southern Area. These crews will be included in the Type 2/2IA crew rotation. However, in adherence to a mutually established agreement, crewmembers making up modules within the first two rotations should be from units within the assigned designated states of the module on rotation. For example, the Knoxville module will consist of crew members from the following states when the Knoxville module is up in rotation, Kentucky, North Carolina, Tennessee, and Virginia. The crew modules will operate on a two-week schedule which coincides with federal pay periods. A rotation schedule has been established and agreed upon and can be viewed on the SACC website.

During the first two rotations, the crew module rotation schedule will be strictly adhered to. The exception should a crew mobilization center not be able to mobilize a module then the next crew mobilization center in the rotation will be moved to the up position. However, should a crew mobilization center be bumped up in the rotation due to the current crew mobilization center's inability to mobilize a module, the crew mobilization center will maintain its regular scheduled time period. The crew rotation is in effect May 15th through September 30th.

Type 2 & Type 2IA Crew Identifiers:

Following is the standard format for crew identification for Type 2 and Type 2IA crews. Crews from any state should be numbered consecutively, regardless of agency (for example, AL NF #1, AL NF #2, AL ST #3, AL MA #4, etc.). This eliminates confusion over duplicate crew numbers.

Abbreviated Crew Name	CREW Name
NF #	National Forest Crew
ST #	State Crew
BIA #	Bureau of Indian Affairs
JC #	Job Corp Crew
NP #	National Park Crew
FW #	Fish & Wildlife Service Crew
MA #	Multi-Agency Crew

Type 2 and Type 2IA Crew Modules:

During the period of greatest western fire potential (beginning approximately May 15), Southern Area Type 2 crews are assigned to “modules” comprised of 5 crews each. The modules are on call on a predetermined area rotational basis to expedite national mobilization from Southern Area jetports. Crews are expected to report to their assigned jetport with required Fireline (PPE). Refer to Interagency Standards for Fire and Aviation Operations, in Chapter 7 for description of required Fireline PPE.

When western mobilization begins, the SACC Center Manager will discuss mobilization potential for southern crews with the National Coordination Center. If potential mobilization appears high, the SACC Center Manager may begin to move modules into Mobilization Centers in preparation for transport. Expected duration in a Mobilization Center may be up to 3 days, prior to transport.

Crew module rotation (for mobilization outside of the Southern Area) will be as follows:

The crew module mobilization centers will operate on a two-week schedule which coincides with federal pay periods. Crews will have 6 hours to assemble before moving to their designated jetport. It shall be the providing state center’s responsibility to transport crews from the home unit to the mobilization center for mobilization and from the mobilization center back to the home unit for demobilization. If, due to logistical limitations, the designated jetport cannot be used, an alternate jetport will be determined by SACC, NICC, and the Module Coordinator at the time the order is received.

When the first area module is mobilized, the next crew mob center in rotation will be notified and placed in the “up” position. All Southern Area crew mob

centers will be notified to be on alert whenever a module is mobilized. The module rotation will be utilized and completed for two complete rotations in order to give all crews an opportunity for assignment. Once the rotation has been completed for two cycles for the season, conference calls will be held to coordinate the crew mobilization in order to mobilize all remaining crews as needed.

If a crew module passes during their rotation period, an opportunity for an assignment was proposed; therefore, it should count against their rotation period.

If a complete module (5 crews) is not available to fill a crew order, SACC can augment the module with crews from another state in order to make a complete module. If this is not logistically feasible, the next available module in rotation will be mobilized.

During actual out-of-Area crew mobilization, if more than 5 crews are available for a specific module, SACC will notify NICC and offer to mobilize the additional crews at the jetport. NICC will determine whether chartering a larger aircraft is logistically feasible.

CAMP CREWS

Camp crews are ad-hoc crews that are usually agency specific or agency sponsored and mobilize with 8 to 10 members. Camp crews are not assigned fireline duties but are usually assigned camp cleanup or kitchen duties.

Rental Vehicles for Crew and Module Resources:

Rental vehicles are not authorized for crew and fuels/suppression module resources unless specifically authorized by the requesting unit and documented on the resource order. Refer to Southern Area Mobilization Guide Chapter 40 for the use of NERV/BPA.

WILDLAND FIRE MODULES

WILDLAND FIRE MODULES MOBILIZATION & CONFIGURATION

Refer to the National Interagency Mobilization Guide Chapter 20 and Southern Area Mobilization Guide Chapter 20.

INTERAGENCY WILDLAND FIRE MODULE

The Southern Area has three National Park Service Wildland Fire Modules: Southeast Region

(Coordinator – Shane Paxton 865-436-4754 Cell 865-414-6460)

- Great Smoky Wildland Fire Module

Inter-Mountain Region

(Coordinator – Josh Hampton (Acting), Office 870-446-2747 Cell 870-577-2346)

- Buffalo River Wildland Fire Module

(Coordinator – Carl Schwope 512-234-1999)

- Balcones Wildland Fire Module

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EQUIPMENT/SUPPLIES

The Southern Area Interagency Incident Support Cache (SAK) located in London, Kentucky, is a 2,500-person cache. It is used as a backup for supplies and equipment for interagency use. Please see Chapter 70 for telephone numbers.

The SAK currently utilizes IROC and all supply orders for the cache will be submitted in IROC, along with a follow-up phone call. The radio kits and cache vans will be submitted to SACC through IROC and not directly to the cache.

Each unit will compile a consolidated inventory of “critical” supply items maintained to NFES standards to support the fire supply system. These local inventory lists will be sent to the SAK Manager by April 1 each year.

EQUIPMENT/SUPPLIES MOBILIZATION

Refer to the National Interagency Mobilization Guide, Chapter 40.

EQUIPMENT/SUPPLIES DEMOBILIZATION

Refer to the National Interagency Mobilization Guide, Chapter 40.

NATIONAL INTERAGENCY SUPPORT CACHE ORDERING PROCEDURES

Refer to the National Interagency Mobilization Guide, Chapter 40.

SOUTHERN AREA INTERAGENCY FIRE CACHE ORDERING PROCEDURES

Emergency vs. Non-Emergency Orders: Fires and other emergency incidents will take priority over non-emergency orders. The Defense Logistics Agency (DLA) is the primary source for non-emergency fire supplies and equipment. SAK is the primary source for emergency supplies and equipment.

NFES Cache Orders: It is essential that cache items be dispatched accurately and rapidly to meet emergency needs. The objective is to get the proper items in the correct amounts to the right place by the time specified by the ordering office. All orders for equipment and supplies, except for cache vans, radio and communications kits, and smoke monitoring kits will be submitted via IROC and sent to the state center or cache.

All units within the Southern Area placing orders directly to the cache or through a state coordination center for subsequent placement with SACC will ensure the proper NFES number for the item(s) ordered, correct unit of issue and the order has a complete shipping address and point of contact. For non- USFS units placing for all – hazard incidents, units will ensure that the necessary reimbursable form has been completed.

Supply Orders:

Orders for NFES cache supplies should be placed on supply orders. This includes the Southern Area local NFES items.

Radios and radio kits are ordered as supplies, not equipment.

Cache vans are ordered as supplies as the van stays with the cache items, the exception being high activity necessitating empty van must be returned to SAK for replenishing to ship to another incident. The NFES number for cache vans ordered for southern area incidents is 008608.

All NFES supply items are ordered directly through SAK except for Radio Kits, Cache Vans and Smoke Monitors which are ordered through SACC. All other supply orders will be placed to SAK through the appropriate State Coordination Center except for type 1 and type 2 teams. Upon request of and receipt from SAK or SACC of current year NFES supply list, type 1 and type 2 teams may go directly to the cache by sending resource orders to SAK of requested NFES items and the cache will then place the items into ICBS and subsequently they will be automatically filled in IROC. This does not apply to the pre-orders. Pre-orders will be managed by SACC but created by the local unit as ordered by and for the assigned team. If SAK does not carry (or is temporarily out of) an item, SAK will order it from another national fire cache and forward fill and shipping information to the requesting unit.

Those units placing orders for NFES kits are advised to check the kit contents in the NFES catalog. Some kits automatically come with a variety of related items that are necessary or supplemental to the basic operation of the kit. Other kits do not come with these supplemental items.

Non-NFES Orders:

Orders for non-NFES equipment and supplies (e.g., portable toilets, plywood, etc.) should be purchased locally or obtained from other sources within the state where the incident is located. These orders should not be placed with SACC or SAK.

Field Office Replenishment During Fire Season:

Agencies will place orders to their servicing National Interagency Support Cache. Replenishment orders must be the result of fire management activities and must be accompanied with the appropriate cost code.

Field Office Replenishment Outside of Fire Season:

Whenever possible, field offices must order directly from DLA or GSA for those items stocked in the Federal Supply System. All other items will be ordered directly from suppliers unless individual agency instructions prevail.

Incident Replacement of NFES Items:

Prior to release from an incident, personnel may request replacement of equipment and supplies that were consumed, lost, damaged, or rendered unserviceable on the incident.

The IMT or other incident personnel may authorize replacement of items at the incident if available, or by approving an Incident Replacement Requisition; OF-315/NFES 001300 for replacement of NFES items by the incident's servicing cache. Should the replacement of the approved items not be feasible prior to demobilization of the requesting resource, the incident's servicing cache will forward the request to the resource's servicing cache.

Caches may only process requests for NFES items. Requests for non-NFES items should be requested on a separate incident replacement requisition to be processed by the home unit.

Please refer to the current Interagency Incident Business Management Handbook (Chapter 40) for procedures dealing with replacement of non-NFES supplies and equipment.

Returns:

To avoid delays in reconditioning and re-issuing of supplies and equipment, all reusable items should be returned directly to SAK as soon as the need has passed. Flammable or explosive substances (e.g., fusees, plastic sphere aerial ignition devices etc.) should not be returned from an incident to SAK if the original shipping container has been opened. Receiving units should not retain equipment for anticipated needs unless advance arrangements have been made with SACC.

Supplies and equipment being returned should be manifested prior to shipment, and a copy sent through ordering channels to SAK.

Used batteries and oil and fuel will not be returned to SAK. Mechanized equipment and containers will be emptied prior to return to SAK. Local unit should develop contacts or plan to dispose of recyclable items.

For all equipment being returned, add documentation in IROC indicating return, and it will be tracked in IROC when the demobilization has been completed. If returned by mail or commercial shipper, release information must be included in IROC documentation to include a Government Bill of Lading (GBL) number, a tracking number (e.g., certified mail, UPS, air bill or pro-number), and the number of pieces shipped.

Units returning equipment or supplies by commercial carrier or by their own transportation should route the shipment to:

USDA Forest Service
Southern Area Interagency Incident Support Cache
788 Sublimity School Road
London, KY 40744
Phone: 606-878-7430 ext. 0

In the case of very large and long-duration incidents, SACC may direct the Incident Management Team to return supply items to caches other than SAK.

After use on an incident, all radio equipment should be returned to the National Incident Radio Support Cache (NIRSC) at NIFC for refurbishment and return to the cache system.

Return radio equipment to:

National Incident Radio Support Cache
3833 South Development Avenue
Boise, ID 83705
Phone: 208-387-5644

The level of Area/National fire activity and competition for these resources will dictate which shipping method to use to return radio equipment for refurbishment (air freight, ground freight, etc.). The returning unit should contact SAK for direction on method of shipment. It is especially important to document and relay GBL numbers and/or tracking numbers when returning radio equipment so that cache personnel can track the resource in IROC and ICBS.

Purchases of equipment and supplies by Buying Teams, Administrative Payment Teams, or Procurement Units for fire suppression should conform as closely as possible to NFES standards. Equipment and supplies purchased with US Forest Service wildland fire suppression funds (WFSU), which are not provided through the NFES cache system, or which do not replace property lost or damaged during a fire, shall be placed into the fire supply system after the "fire season" (FSM 5161.46).

Extended Duration Incidents:

If an ordering office anticipates needing items longer than 30 days, this should be specified at the time of order, or within 30 days of the ordering date, so that SAK will not initiate billing procedures. Completed orders for equipment and supplies will be billed to the ordering unit after 30 days if the stock has not been returned to the cache. Prompt return of equipment to SAK is essential to return it to service.

Ordering Publications and Forms:

SAK keeps in stock a limited supply of publications and ICS forms. Orders for publications or forms that are not charged to an incident, but to another account (such as training) should NOT be ordered through SAK. Rather, a requisition or purchase order should be submitted to the Great Basin Fire Cache in Boise. Please see the NFES catalog, Part 2 under "Ordering from This Catalog" for instructions.

NFES Catalog:

The National Fire Equipment and Supply (NFES) catalog lists cache items and kits that are stocked throughout the country at the fifteen NFES caches. The catalog is published annually and can be obtained by ordering NFES #000362. (Catalog available online at <https://www.nwcg.gov/nfes-catalogs>)

The NFES catalog is not all-inclusive of items or support that may be obtained from SAK. Items in the SAK inventory that are not available at other NFES caches are shown below:

Non-Standard Area-Specific Items

NFES #	DESCRIPTION	UNIT OF ISSUE
008753	KIT, MIST, LEAF BLOWER	KT
008608	VAN, MOBILE CACHE SUPPORT	EA

Ordering Supplies from DLA

Supply orders that do not need immediate response should be placed with Defense Logistics Agency (DLA). The DLA inventory is issued annually and lists most items used in wildfire suppression. To obtain information regarding DLA you can reference the SACC website under logistics and then Equipment/Supplies and there is a link that will guide you to the site with instructions.

Property Accountability

Identification numbers for all traceable property will be recorded in IROC on the Resource Order or the Issue Document from the Fire Cache. If any supplies or equipment is/are lost or damaged, the incident will provide the Fire Cache with a completed AD-112 Report of Unserviceable, Lost or Damaged Property. Copies of the accounting form(s) (Issue Report) will be signed at the final destination, and one (1) copy returned to the appropriate fire cache.

The Logistics Section will handle property accountability on incidents. Documentation will be on the Resource Order in IROC under documentation, Equipment Requisition and receipt, or property accounting forms AD-107 and AD-112, as appropriate.

It is the responsibility of the mobilized Incident Management Team to coordinate with and ensure accountability of equipment and supplies with the local unit organization prior to leaving the incident.

Fire Loss/Use Accountability

The Cache Manager will provide the affected unit with a Fire Loss/Use Report within 60 days after an incident has returned to local management. This report shall include all information on equipment and supplies furnished by all fifteen national caches, if applicable.

All items stocked by NFES Caches are categorized as trackable, durable, or consumable for accountability purposes. These categories are defined below and in the NFES Catalog:

- **Trackable Items:** Those items that a cache may track due to dollar value, sensitive property classification, limited quantities available or other criteria set by each geographic area cache. Trackable items are usually engraved or tagged with a cache identification number. These items must be returned to the issuing cache at the end of the incident use, or documentation must be provided to the issuing cache in the form of a Property Loss/Damage Report, OF-289 (NFES #001864). All trackable items are also considered durable. 100% accountability is expected of trackable items.
- **Durable Items:** Those cache items considered to have a useful life expectancy greater than one incident. High percentages of return for these items are expected. These items are not specifically cache-identified/tagged/engraved. Acceptable loss tolerance/use rates for durable goods have been established. Examples of durable items: tents, heaters, lanterns, tables, hose, tools, sleeping bags, flight helmets, and personal protective equipment (excluding helmets).
- **Consumable Items:** Those items that are expected to be consumed during incident use. Consumable items returned in serviceable condition are credited to the incident. No loss tolerance/use rate percentages have been established. Examples of consumable items are personal protective equipment helmets, batteries, gloves, plastic canteens, cubitainers, forms, MREs, etc.

The individual unit is responsible for:

- Receiving equipment and supplies issued from the NFES fire cache inventory.
- Returning fire cache items to the NFES fire cache upon completion of the incident in accordance with established return policies.
- Accounting for lost or damaged equipment; and
- Ensuring that reviews of fire loss/use rates are conducted, follow-up investigations are made, and actions are taken.
- For more information, please refer to Forest Service Manual 5160.43 and 5161.

Guidelines for Sources of Service and Supply Plan

To provide ready reference and guidelines to follow when securing supplies, services, and equipment for incidents, procurement of supplies shall be done at the local level to the extent that is practical and economical. Each unit shall maintain, as part of their service and supply plan, a listing of the local sources and 24-hour contacts for supplies, services, recycling, and equipment.

NATIONAL INTERAGENCY INCIDENT COMMUNICATIONS DIVISION (NIICD)

Refer to the National Interagency Mobilization Guide, Chapter 40.

NATIONAL RADIO SYSTEMS

The Southern Area may preposition two Starter systems (NFES# 004390 ICS Command/Logistics Radio System) at Southern Area Incident Support Cache (SAK). These systems will be returned to NIICD at NIFC after each use, and whenever necessary, for refurbishment and inspection. Any additional starter systems or individual kits will be ordered on an as-needed basis by SACC from NICC. When a radio kit has been used, a replacement request will be created and the incident that requested the previous kit will pay shipping for the new request. The initial request must identify the assigned Incident Communications Technician (COMT) or the assigned Communications Unit Leader (COML) for the requesting incident. The name of the COMT or COML must be included in the special needs section of the resource order.

All maintenance and repair of "National" radio kits (e.g., Starter Systems, Command Tactical Radio kits, Ground Aircraft Radio/Link kits, L-Band Satellite Systems, etc.) is done at NIICD. Unless SACC gives instructions otherwise, any NIICD kit that has been opened, regardless of the length of usage, should be returned to NIFC for refurbishment. Used batteries, or any 7.5 volt or 9-volt batteries, should be pulled from kits prior to being mailed to NIFC (the incident will be charged for these batteries whether they are returned to NIFC or not). As with all resources, NIICD equipment must be identified in the demobilization plan at an incident, and its release tracked through the resource ordering system IROC.

**INCIDENT REMOTE AUTOMATIC WEATHER STATIONS, (IRAWS)
NFES #005869**

Requests for IRAWS will be placed with NICC through established ordering channels on a Supply order. All necessary IRAWS technicians, vehicles, or air transportation required for mobilization and demobilization will be provided by NIFC. Upon release from the incident, the IRAWS will be returned to NIFC. Refer to the National Interagency Mobilization Guide, Chapter 40.

**PROJECT REMOTE AUTOMATIC WEATHER STATIONS, (PRAWS)
NFES #005870**

Requests for PRAWS will be placed with NICC through established ordering channels on a Supply order. The PRAWS will be configured for the specific project prior to the mobilization. The requesting agency must contact the NIFC Remote Sensing Fire Weather Support Office at 208-387-5726 prior to ordering to determine the PRAWS configuration. All necessary PRAWS technicians, vehicles, or air transportation required for mobilization and demobilization will be provided by NIFC. Upon release from the project, the PRAWS will be returned to NIFC.

**FIRE/PROJECT REMOTE AUTOMATED WEATHER STATIONS
(IRAWS – NFES 005869/PRAWS – NFES 005870)**

Refer to the National Interagency Mobilization Guide. Chapter 40.

**SMOKE MONITORING KIT, (KIT – SMOKE MONITOR – E-SAMPLER,
NFES 005840)**

Refer to the National Interagency Mobilization Guide. Chapter 40.

**NATIONAL CONTRACT MOBILE FOOD SERVICE AND SHOWER
FACILITIES UNITS**

Refer to the National Interagency Mobilization Guide, Chapter 40.

National Mobile Food Service and Shower Facilities Contracts information can be found on the US Forest Service Contracting website:

<https://www.fs.usda.gov/managing-land/fire/contracting>

CONTRACT ENGINES, HEAVY EQUIPMENT, BUSES, AND WATER TENDERS

The following principles and guidelines are set forth to establish some consistency within the Southern Area regarding the hiring, dispatching and use of private sector engines, water tenders, heavy equipment, and buses. These principles and guidelines are established with the following procedures:

- Refer to Chapter 10 for Resource Mobilization Priorities.
- Forest Service incidents will utilize VIPR when agency and cooperator resources are not available. DOI agencies can but are not obligated to use VIPR as well when agency and cooperator resources are not available.

NATIONAL EMERGENCY RENTAL VEHICLE (NERV) BLANKET PURCHASE AGREEMENT (BPA)

A National Emergency Rental Vehicle (NERV) Blanket Purchase Agreement (BPA) was awarded to Enterprise Holdings on June 14, 2018. As of May 1, 2019, this program has been available for all geographical areas. However, rental vehicles are not authorized for equipment resources unless specifically authorized by the requesting unit and documented on the resource order.

EQUIPMENT & SUPPLIES – SPECIAL INFORMATION

Mobile Cache Support Vans

The Southern Area maintains up to eight cache vans, which are positioned at the SAK in London, KY for the purpose of providing tools and supplies during the initial shifts of a large fire mobilization. Cache vans can be ordered by an incident through SACC. SACC will then coordinate with SAK to determine the appropriate van to move. It is the responsibility of the hosting incident to place the order for the cache vans. These vans are available for pre-positioning as the need arises.

A “Cache Demob Specialist” (CDSP) should be ordered by the incident whenever a cache van is mobilized to an incident. This person will assist the Incident Management Team in packaging and manifesting supply and equipment for backhaul, and to ensure that Hazardous Materials Regulations are followed. Upon demob, if a van has been opened, the van will be returned to SAK for proper refurbishment.

Each cache van contains a standard inventory specific for the Southern Area. (See Chapter 40 for a list of contents).

INFRARED DEVICES

Infrared Devices (IR) are ordered through established dispatch channels and are generally mobilized with a qualified operator. An ordering unit can order an “infrared camera”, or a specific type of camera (e.g., “Infrared camera with

operator”, “Xedar with operator”; “Video Therm with operator”, “EEV with operator”, etc.).

Handheld infrared cameras and all peripheral equipment are ordered through the regular dispatch channels. If an order comes in for equipment only, SACC should require the equipment to be shipped with operators, unless team members (or replacement team members) need to be ordered from a different unit than the equipment. When the order is for a trainee/assistant, SACC should then order one of the cameras and one of the plotters, e.g., “Infrared camera with Hand-held Infrared Operator (HIOP) and with THSP-Plotter”, or “Video Therm with Hand-held Infrared Operator (HIOP) and with THSP-Plotter”, listed in Chapter 40.

MEDICAL SUPPLIES

SAK maintains 100-person First Aid kits (NFES# 001760) for use on large incidents by qualified EMTs or Paramedics. The name of the assigned MEDL, EMT or paramedic must be provided to SAK before the request will be filled.

HAZARDOUS MATERIALS

The items on the following list are normally shipped within the NFES fire cache system. These items are considered restricted/hazardous by either 49 CFR or specific carriers. The Departments of the Interior and Agriculture have exemptions that allow them to transport these items by air in support of fire activity.

Ground transport of hazardous materials is regulated by the U. S. Department of Transportation (DOT) and individual states’ DOT’s.

It is recommended that the local unit Hazardous Materials Coordinator/Specialist be involved in any large and long duration incident. Cache Demobilization Specialists (CDSP) are trained in Hazardous Materials regulations and procedures and should be ordered to assist Incident Management Teams with the handling of hazardous materials. For more information, please consult the Hazardous Materials Table, U.S. Forest Service Manual part 5716.12c, or BLM Manual part 351 DM, Chapter 8.

NFES #	ITEM
000105	Fusee, fire starter
000299	Flare, fire, 2 1/2” x 6”, handheld
000307	Extinguisher, fire 20A:120 BC
000319	Extinguisher, fire 30 BC- AVAIL AKK ONLY
000371	Flare, fire, 3/4” x 3 1/2”
000491	Cylinder, propane, 5 gallon –not included in kits
000687	Flare, fire, “Stubby”, 1 1/2” x 2”, pistol launched
001361	Fuel, white gas – AVAIL AKK ONLY
003411	Aerial Ignition Dev-ping-pong ball

HAZARDOUS MATERIALS IN KITS

NFES #	ITEM
000270	Air Operations Kit
000520	Helicopter Support Kit

The following also contain hazardous/restricted items:

- Retardant plants
- Fusee launcher kits
- Fire weather forecaster kits
- 100 unit incident camp kit

*** This list is not all inclusive; some items used for all-hazard incidents may not be listed above.**

SOUTHERN AREA MOBILE CACHE VANS

There are eight NFES# 8608 Mobile Cache Support Vans in the Southern Area. Each van contains the following items. ****These are non-standard kits and contents differ from NFES catalog #2069. All NFES #s in IROC require two extra zeros in the beginning of the number. Example: 4390 will now be 004390.

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
4	BX	0021	BAG, GARBAGE
50	EA	0022	BAG, SLEEPING
24	EA	0027	BASIN, 4 QT
120	PG	0030	Battery, "AA"
48	PG	0033	Battery, "D"
5	EA	0606	Can, Gas, 5 Gallon Dot
200	EA	0037	Canteen, 1qt W/O Cover
15	EA	2047	Chair, Folding
10	EA	0557	Chest, Ice
2	EA	0046	Clamp, Hose, Shut-off, 1"-1 ½"
1	BX	0048	Container, 5 Gallon
1	BX	0244	Container, Hot/Cold Beverage
1	BX	0246	Container, Hot/Cold Food
5	EA	1172	Cord, Extension, 100'
6	EA	0560	Cord, Extension, 50'
1	SL	0533	Cord, Nylon Shroud
2	BX	0465	Cup, Paper, Plastic Coated
1	EA	0587	Driver, Fence Post
3	EA	3161	Easel, Display, W/Folding Legs
2	EA	0307	Extinguisher, Fire, 20 Lb.
48	EA	0060	File, 10", Flat
5	RO	0534	Flagging, Perimeter, Multicolor, 100'

8	EA	0070	Fly, Tent
3	PG	0866	Form, Of-288, Fire Time Report
10	BX	0105	Fusee, Fire Starter, 10 Minute
2	EA	0709	GENERATOR, 3-6 KW
10	PR	1294	Glove, Small
20	PR	1295	Glove, Medium
20	PR	1296	Glove, Large
10	PR	1297	Glove, X-Large
50	PR	0318	Goggles, Safety
100	EA	0718	Headlamp, Firefighter, LED
1	EA	1858	Hammer, Sledge, 8lb
1	EA	0598	Hand Truck
QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
48	EA	0063	Handle, File, 10" To 14" Files
20	EA	7287	Helmet, Safety
12	EA	1034	Holder, Battery, Clamshell
20	LG	1016	Hose, Garden, ¾" NH x 50'
10	LG	1238	Hose, Synthetic, Lined, 1" NPSH x 100'
20	LG	1239	Hose, Synthetic, Lined, 1 ½" NH x 100'
30	PR	2800	Jeans, BDU, 26-30 x 29
30	PR	2802	Jeans, BDU, 30-34 x 29
30	PR	2804	Jeans, BDU, 34-38 x 29
30	PR	2701	Jeans, BDU, 28-32 x 33
30	PR	2703	Jeans, BDU, 32-36 x 33
30	PR	2706	Jeans, BDU, 38-42 x 33
1	KT	1675	Contagious Disease Barrier, Multi Person
5	EA	1660	Contagious Disease Barrier, Individual
2	KT	0340	Kit, Chain Saw
1	KT	0390	Kit, Finance Section
10	KT	1143	Kit, First Aid, 10 Person, Belt
40	KT	0067	Kit, First Aid, Pocket
1	KT	0520	Kit, Helicopter Support
1	KT	0320	Kit, Incident Base Maintenance
5	KT	8753	Kit, Leaf Blower (SAK Specific)
2	KT	6051	Kit, Lighting
1	KT	0910	Kit, Logistic Section
2	KT	0760	Kit, Office Supplies
1	KT	0800	Kit, Planning Section

2	KT	0870	Kit, Pump, Mark III
1	KT	2990	Kit, Record Retention
1	KT	0970	Kit, Security, Fence
1	KT	1031	Kit, Sign, Incident
1	KT	0663	Kit, Spill
1	EA	0586	Ladder, Step
12	EA	2501	Lantern, Fluorescent
10	BX	3009	Light Stick, Green
10	BX	3007	Light Stick, Red
10	BX	3012	Light Stick, Yellow
10	BX	1842	MRE "Meals Ready To Eat"

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
20	EA	1081	Nozzle, Combination, Barrel, KK, 1" NPSH
20	EA	0136	Nozzle, Garden Hose, ¾" NH, Adjust Brass
12	QT	7613	Oil, SAE 10 - 30 Wt.
20	EA	0744	Packsack, Waterproof, Duck
100	EA	1566	Pad, Sleeping
3	PD	0250	Paper, Easel 27"x 34"
1	BX	0142	Paper, Toilet
12	EA	0089	Pole, Ridge For 14'x16' Tent
24	EA	0083	Pole, Upright
50	EA	0146	Pulaski W/ Sheath
1	EA	0011	Puller, Fence Post
24	EA	1149	Pump, Backpack
1	EA	0149	Pump, Barrel, Hand
10	EA	2332	Rack, Garbage, Wire Frame
150	EA	1807	Rake, Fire, Council Tool
20	EA	0733	Reducer, 1" NPSH-F to ¾" NH-M
10	EA	0009	Reducer, 1 ½" NH-F to 1" NH-M
12	RO	0279	Ribbon, Flagging, Red 1"
12	RO	2398	Ribbon, Flagging, Florescent Orange
5	RO	0144	Sheeting, Plastic, Black 20'x100'
2	RO	0143	Sheeting, Plastic, Clear 10'x100'
50	EA	0925	Shelter, Fire, w/ Case
5	EA	0522	Shirt, Fire, X-Small

30	EA	0577	Shirt, Fire, Small
30	EA	0578	Shirt, Fire, Medium
30	EA	0579	Shirt, Fire, Large
30	EA	0580	Shirt, Fire, X-Large
5	EA	2078	Shirt, Fire, Large Long
5	EA	2079	Shirt, Fire, X-Large Long
50	EA	0171	Shovel, Fire
60	EA	0825	Stake, Tent, Metal
10	EA	2698	Table, Folding, 30"x 72"
10	RO	0071	Tape, Duct 2"x 60yd
5	RO	0619	Tape, Electrical 1"x 36yd
18	RO	0222	Tape, Filament 1"x 60yd
1	BX	0240	Towel, Paper, 2 Ply Roll

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
1	EA	1070	Trailer, Semi
20	EA	0835	Valve, Shut-off, Brass, Ball, ¾" NH
10	EA	0259	Valve, Wye, Gated, 1" x 1" x 1"
10	EA	0231	Valve, Wye, Gated, 1 ½" NH-F
20	EA	0904	Valve, Wye, Gated, Brass, ¾" x ¾" x ¾"
30	EA	2725	Wedge, Felling

Contagious Disease Barrier (NFES#1675) containing the following items:

QTY	UNIT OF ISSUE	DESCRIPTION
2	PR	Glasses, clear safety w/ anti-fog coating
10	EA	Gown, polycoated blue, unsized w/sleeves, hood, elastic wrists, and face enclosure
10	PR	Glove, nitrile, large
10	EA	Mask, 3M 9010 N95
10	PR	Shoe covers/ disposable w/non-skid bottoms
3	EA	Bag, biohazard

5 PERSON MODULE KIT

Southern Area Fire Cache has 28 prebuilt NFES #008762 5 Person Module Kits. The kits were designed and built specifically for wildland suppression and/or prescribed burn activities within the Southern Area. However, the kits can be used outside of the Southern Area by Southern Area resources. The following table lists items in each module kit. Order the module kits through normal dispatch channels.

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
12	PG	000030	Battery - Size Aa, 1.5-Volt, Penlight
6	EA	000037	Canteen - 1 Qt (.9l), Plastic, Disposable, W/O Cover
6	EA	000060	File - Mill, 10", Bastard
2	EA	000241	Torch - Drip, 1 1/4-Gal (4.7l) Capacity
1	EA	000264	Ribbon - Flagging, White, 1" Wide
2	RO	000267	Ribbon - Flagging, Hazards, 1" Wide
1	RO	000278	Ribbon - Flagging, Yellow, 1" Wide
1	RO	000279	Ribbon - Flagging, Red, 1" Wide
1	KT	000340	Kit - Chain Saw
6	EA	000345	File - Round, 7/32", Chain Saw
1	RO	000566	Ribbon - Flagging, "Escape Route", 1" X 100 Yds
2	EA	000606	Can - Gasoline, Safety, 5gl, Dot Approved Style Jerri Can
3	EA	000801	Tag - Unleaded Gasoline, Un1203, Flammable, Red
3	EA	000802	Tag - Diesel, Un1202, Flammable, Green
3	EA	000803	Tag - Drip Torch Fuel, Un1993, Flammable, Blue
3	EA	000805	Tag - 2 Stroke Mix, Un1203, Flammable, Yellow
1	KT	001143	Kit - First Aid, 20-25 Person, Belt Type
6	EA	001535	Container - 1 Liter, Fuel, Aluminum, Red Finish

1	BX	001842	Food - Meals Ready to Eat (MRE'S)
1	RO	002396	Ribbon - Flagging, Chartreuse Fluorescent, 1" Wide
1	RO	002398	Ribbon - Flagging, Orange Fluorescent, 1" Wide
2	RO	002401	Ribbon - Flagging, Dark Pink, 1" Wide
1	RO	006066	Ribbon - Flagging, "Killer Tree", 1 1/2" X 150', Orange
1	RO	006067	Ribbon - Flagging, "Spot Fire", 1 1/2" X 150', Orange
1	EA	008271	Box - Steel, Jobsite
1	KT	008753	Kit - Leaf Blower (SAK Specific)

HANDHELD INFRARED SYSTEMS

Many units within the Southern Area maintain handheld infrared systems. The following table lists units within the Southern Area that have handheld infrared units. Order the systems through normal dispatch channels.

Equipment Description	Home Unit	Contact Information
Thermacam PM515	SC-FMF	Francis Marion/Sumter NF Custodian: Stephen Polk (803) 561-4086 Camera will not be shipped w/o operator.
Palm IR-250 Infrared Camera	KY-DBF	Daniel Boone National Forest Custodian: Brock Campbell (859-556-5065) Camera will not be shipped w/o qualified operator.

PORTABLE AIRTANKER BASE

The Southern Area maintains (3) portable airtanker bases (PABs), which are self-contained semi-trailers that also have office space. Each is pre-wired for electrical and telephone service and has a back-up generator. The PABs come with hoses, valves, fittings, service and support equipment, and safety items to operate a two-pit airtanker base. The PABs can be prepositioned or moved to support incidents based on priorities determined by the SACC Center Manager, USFS Region 8 Regional Aviation Officer, and the USFS Region 8 AD Operations. The USFS Region 8 Regional Aviation Officer has oversight and management of the PABs. PABs are ordered in IROC using Catalog: Equipment, Catalog Category: Miscellaneous, Catalog Item: Retardant Plant, Portable. The SACC Aircraft Coordinator will facilitate SACCs role in ordering a PAB. State Coordination Centers may need additional assistance arranging for and ordering support resources, such as a tractor-trailer and driver.

QTY	UNIT OF ISSUE	NFES #	DESCRIPTION
1	EA		Featherlite 52' tandem-axle trailer
1	EA		Facsimile/Printer/Copier
1	EA		VHF-AM/VHF-FM radio with antennas and cables
4	EA		VHF-AM Walkie-talkies w/ headsets and adapters
3	EA		Telephones
	Assorted		Manuals, Office supplies, Forms
2	EA		2500 gallon Poly-Tanks
3	EA		Gorman-Rupp VG4-D or VH4-D pumps
1	EA		Model 350 retardant eductor
1	EA		Micro-Motion mass flow meter
1	EA		3,600 gallon containment berms
2	EA		200 gallon Containment berms
3	EA		Fire extinguishers
1	EA		Pressure washer (gasoline powered)
1	EA		10 KW portable generator
1	EA		Awning kit
1	EA		Toolbox (Complete)
Varies			4" Hard Suction Hose
Varies			3" Hard Suction Hose
1500	Feet		3" Fire Hose

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MOBILIZATION

The following criteria will be used when ordering aircraft: Note: (This information is referred in the National Interagency Mobilization Guide, Chapter 50):

- Airtankers: Loaded or empty.
- Timeliness.
- Cost Effectiveness.
- Performance specifications for density altitude/high altitude operations.
- Carded for local use or interagency use.
- Special applications such as: special-use flights, de-icing equipment, weather related instrumentation, pressurization etc.

AIRCRAFT SOURCES

- Agency owned or leased
- Exclusive use
- Call When Needed (CWN) contracts, On-Call contracts, Aircraft Rental Agreements (ARA) through the US Forest Service (USFS) and Department of Interior Office of Aviation Services (OAS)
- Commercial carriers

AIRCRAFT DISPATCH FORM REQUIREMENTS

The Aircraft Dispatch Form (kneeboard) is required for all Mission Flights. If multiple aircraft are being ordered, or they are ordered within reasonably close timeframes of each other, one submission of the form to neighboring dispatch offices or to SACC is appropriate.

The Aircraft Dispatch Form provides many benefits for both dispatch and the aviation community that a resource order form does not, such as readability of incident locations, frequencies, hazards, contacts, and flight following information. A resource order request must still be sent to the sending dispatch office through normal dispatch ordering channels.

Information Required on Aircraft Dispatch Forms:

- Name of the Incident or Project.
- Name of the air or ground contact.
- Air-to-Air and Air-to-Ground frequencies and tones.
- Location and description of destination, LAT/LONG.
- Initial contact for flight following (name, forest, district, radio frequencies and tones, etc.).
- Hand-off contact for flight following (Name, Unit, District, radio frequencies and tones, etc.).
- Are other aircraft in the area of operations and what type are they? (air attack, airtankers, helicopters, etc.)
- Are there any known hazards: power lines, towers, flight restrictions, Military Training Routes (MTRs), Military Operating Areas (MOA), or weather factors?

- Sunrise/Sunset times.

Requests not filled within the Southern Area may be sent to NICC for placement (with concurrence from the requesting unit). Dispatch offices will ensure that incident information is accurate, including current frequencies, reporting location, and contacts in IROC.

DEMOBILIZATION

Refer to the National Interagency Mobilization Guide, Chapter 50.

Flight Following/resource tracking will be performed on all government or exclusive use contract aircraft being demobilized. Chartered and CWN aircraft may be released to the vendor without flight following or tracking, provided no government personnel or cargo is on board. All aircraft release information will be entered into IROC.

FLIGHT MANAGEMENT PROCEDURES

Definitions:

- **Flight Manager:** The person designated responsibility for all personnel assigned on a flight manifest until the destination is reached. The sending dispatch is responsible for ensuring a flight manager is identified. Duties of the flight manager are outlined in the National Interagency Mobilization Guide.
- **Flight Categories:** There are two major categories of flight used by the agencies; “Point-to-Point” and “Mission Flights”.
 - **Point-to-Point Flight** - A flight that typically originates at one developed airport/heliport, with the flight route being directly to another developed airport/heliport with no work performed in the air, or a combination of in the air and on the ground. Point-to-point flights may be administrative or non-administrative:
 - **Administrative Flight** - Point-to-point flights that are not mission oriented or tactical in nature. They do not require the use of a resource order and typically involve the transport of people or cargo while conducting normal agency business.
 - **Non-Administrative Flight** - Point-to-point flights conducted solely to transport people or cargo as a result of a resource order. These typically involve logistical movements of aircraft, overhead, crews, equipment, or supplies. These flights can be emergency in nature, e.g., transporting a critical resource to a point from which the resource will be involved in initial attack.

- **Mission Flights** - Mission flights are those flights that do not meet the definition of a point-to-point flight. These types of flights are often referred to as “tactical” flights. A mission flight requires work to be performed in the air (such as retardant or water delivery, reconnaissance, or sketch mapping), or through a combination of ground and aerial work (such as delivery of personnel or cargo from a helibase to an unimproved landing site, cargo let-down, or short-haul). The pilot and aircraft must be agency approved and carded for the mission being performed.

General Procedures

- **Essential Passengers:** Only passengers that are essential to the mission will be on a government flight. The pilot-in-command has the final say and responsibility for the safety of the aircraft and its occupants.
- **Manifests:** Manifests will be prepared for all point-to-point flights regardless of whether the load is personnel or cargo (SF-245 Prescribed by USDA FSM 5716/USDI MP 9400.51B). Passenger and cargo manifests will be completed with name, weight, and destination.
- **Local Resources:** State Coordination Centers unable to meet aircraft needs using local resources may place requests with the SACC Aircraft Desk (see the AIRCRAFT DISPATCHING section on page 50-72 for procedures on ordering aircraft).
- **Aircraft Resource Orders:** All orders for aircraft will be documented on a resource order with the following information: flight schedule, airport or latitude and longitude, radio frequency and any special requirements (e.g., helicopter long line, fuel truck, cargo door configuration, etc.).
- **Aircraft Status Notification:** Whenever an aircraft status changes, (e.g., available local, available GACC, available nationally, unavailable, committed or are away from their designated base overnight) the State Coordination Center will pass this information to the SACC Aircraft Desk.

FLIGHT FOLLOWING AND RESOURCE TRACKING PROCEDURES

Purpose

Flight Following and Resource Tracking are key components of promoting aircraft safety and efficiency. The purpose of flight following and resource tracking procedures are to insure the safety and welfare of flight crews and passengers, promote effective utilization of aircraft, and provide information for the administrative processing of aviation related documents.

Aircraft Flight Request/ Flight Schedule (Flight Strip)

An Aircraft Flight Request/ Flight Schedule (Flight Strip) will be completed by the pilot or the flight manager prior to take off and will be provided to the local dispatch center for dissemination through dispatch channels. SACC requires a

Flight Strip any time an aircraft is mobilized across state boundaries (excluding initial attack) or crossing GACC boundaries (including initial attack). Flight Strips should also be used for aircraft that are demobilizing from an incident if the resource is an agency aircraft or an Exclusive Use aircraft, or if an agency person is aboard the aircraft. For CWN aircraft being demobilized, an Aircraft Flight Request/ Flight Schedule (Flight Strip) is optional, unless agency personnel are onboard.

FAA Flight Plans and Flight Following: All flights conducted under FAA Instrument Flight Rules (IFR) are automatically provided FAA flight following. Administrative flights conducted under Visual Flight Rules (VFR) require the pilot to file a flight plan with the appropriate FAA facility. The pilot must request FAA flight following; Air Traffic Control (ATC) may or may not provide it. It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan will be used. The pilot shall close out the flight plan with the FAA once the flight is completed. FAA flight plans and flight following are generally used for point-to-point flights. To accomplish resource tracking, the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time enroute, and will close out with dispatch once the aircraft is on the ground.

Agency Flight Plans and Flight Following: Agency flight plans are the responsibility of the originating dispatch office and are documented on a Flight Request/Flight Schedule and/or an Aircraft Resource order for mission flights. For mission flights, there are two types of Agency flight following: Automated Flight Following (AFF), and radio check-in. AFF is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are appropriate while using AFF (See AFF procedures below for more information). Radio check-in/check-out flight following (generally when AFF is unavailable, but not exclusively) requires verbal communication via radio every 15 minutes. The dispatcher will log the aircraft call sign, latitude, longitude, and heading. Agency flight following is used for all mission flights. All aircraft operating on agency flight plans shall monitor Air Guard. Helicopters conducting mission flights shall check-in prior to and immediately after each takeoff/landing, as soon as communications can be established, per the NWCG Standards for Helicopter Operations (PMS 510) Chapter 04, page 30.

For point-to-point flights, AFF flight following may be used as well. The pilot or flight manager will, at minimum, contact dispatch prior to the flight with an estimated time of departure, estimated time enroute, souls and fuel on board and will close out with dispatch once the aircraft is on the ground. Flight following is the responsibility of the originating dispatch office and will remain so until that responsibility is transferred through a documented, positive handoff. The flight following dispatch office shall be continually staffed while an aircraft is airborne. Confirmation of an aircraft's arrival at a specified destination is required to ensure that a flight has been completed safely. It is the pilot's responsibility to

close out a flight plan. If an aircraft is overdue, it is the receiving dispatcher's responsibility to initiate aircraft search and rescue actions. For more on overdue aircraft procedures, reference the NWCG Aviation Mishap Response Guide and Checklist (PMS 503), page 10. Flight following problems are documented through the SAFECOM system.

The SACC Aircraft Desk will resource track all aircraft crossing Southern Area dispatch boundaries which have been ordered through SACC on:

- Aircraft Orders
- Aircraft Flight Request/ Flight Schedule (Flight Strip)

Responsibilities

SENDING UNIT – The Sending Unit is the dispatch unit which sends the aircraft from the vendor or government aviation unit.

RECEIVING UNIT – The Receiving Unit is the dispatch unit which is receiving the resource.

➤ Responsibilities of the Sending Unit.

- Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.
- Relay the ATD, ETA and method of Flight Following (agency or FAA) to the SACC Aircraft desk via established ordering channels.
- Notify the SACC Aircraft desk of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Assist with search procedures for overdue aircraft. Utilize agency aircraft search/rescue guides, as appropriate.
- On any flight requiring stops enroute to a destination within Southern Area that crosses state boundaries, instruct the Pilot-In-Command or Flight Manager to contact the SACC Aircraft Desk at (678) 320-3012 at all stops.
- On any flight requiring stops enroute to a destination, instruct the Pilot-In-Command or Flight Manager to contact NICC at (800) 994-6312. Aircraft support vehicles should contact NICC at fuel stops.
- Refer to the National Interagency Mobilization Guide, Chapter 50 for Flight Manager Responsibilities.

➤ Responsibilities of the SACC Aircraft Desk:

- Relay flight itinerary to the receiving dispatch unit by email or fax.
- Notify receiving dispatch unit of any route changes, and of any delay or advances of a flight plan exceeding thirty (30) minutes.
- Resource track tactical aircraft to specific destinations.
- Monitor flight plans for additional utilization.

➤ Responsibilities of Receiving Unit:

- Confirm arrival of all tactical aircraft with the SACC Aircraft Desk.
- Notify the SACC Aircraft Desk of any delays of a flight plan exceeding thirty (30) minutes.
- Initiate/assist with search procedures for overdue aircraft. Utilize agency aircraft search and rescue guides, as appropriate.

Automated Flight Following (AFF) Requirements and Procedures

Refer to the National Interagency Mobilization Guide, Chapter 50.

Additional information about AFF can be found at: <https://www.aff.gov/>

Sterile Cockpit for All Aircraft: (Refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, for additional information)

Sterile cockpit rules apply within a 5 nautical mile radius of the airport. Dispatch Centers should not attempt radio contact with aircraft within this area or clear of the runway unless it is an emergency.

Law Enforcement Flights

For safety, flight following must also be done for these flights. Local coordination with local dispatch unit is required prior to the flight. Due to the nature of the law enforcement mission, appropriate flight following procedures will be coordinated between local unit dispatch and law enforcement (flight manager). The intent of flight following is to provide resource tracking and timely search and rescue operations as needed.

AIRCRAFT DISPATCHING

The Southern Area Coordination Center conducts "strategic" dispatch functions to fill requests from State Coordination Centers, other GACCs, etc. The SACC Aircraft Desk does not conduct tactical dispatching operations. However, the SACC Aircraft Desk does have the responsibility of filling requests in a cost effective and timely manner with the most effective resource. It is extremely important for State Coordination Centers to keep the SACC Aircraft Desk informed when resources are relocated or reassigned.

Carding/Approvals

All aircraft and pilots must be approved and carded by either OAS or USFS for the contract they are working under. Aircraft and pilots requiring an "Authorized Uses" endorsement require inspection by a USFS or OAS authorized inspector. Point-to-point only approvals are on point-to-point cards for both USFS and OAS.

Aircraft Selection Factors

- **Day/Night:** A multi-engine or turbine powered single-engine aircraft is required whenever a passenger flight will be flown within the period beginning 30 minutes after legal sunset until 30 minutes before legal sunrise.
- **Instrument Flight Rules (IFR)/Visual Flight Rules (VFR):** A multi-engine or turbine powered single-engine IFR approved aircraft is required whenever the flight will be in or is expected to be in IFR conditions. One pilot and a functioning autopilot or two pilots are required for IFR flights.
- **Passenger & Baggage Weight:** Be sure the aircraft has the weight capacity for the passengers, luggage or other material being transported. It is important to remember that weight is the limiting factor, not the number of passenger seats.
- **Aircraft Speed:** Check the schedules of the passengers to insure they can arrive on time in the aircraft selected. Generally, aircraft speed isn't too important for short trips but becomes more important on long trips.
- **Airports:** Are the airports used in the flight suitable for the aircraft? Are the runways of adequate length? Is there fuel available for the aircraft? Will the elevation and air temperature of the airport affect the performance of the aircraft (density altitude)?
- **Cost:** A cost analysis must be completed for administrative flights. Normally this involves a comparison between commercial flights and agency owned aircraft but could involve a comparison between the various costs of charter aircraft.

Point-To-Point Flights

Administrative Flights

For complete information on the Administrative Use of Aircraft, please reference the Administrative Use of Aircraft Desk Reference found at:

https://www.fs.usda.gov/sites/default/files/media_wysiwyg/administrative_use_of_aircraft_desk_reference_updated_2018.pdf

- Ordering Priorities – Generally, priority for ordering is agency aircraft, and then contract aircraft. Use the most formal contracts first, then move from most to least formal. If the cost analysis indicates commercial air travel is not feasible or cost effective, agency owned aircraft must be considered first, followed by Exclusive Use Contract aircraft. If agency aircraft are not available and Exclusive Use aircraft are not available or feasible for the flight, CWN aircraft may be ordered.
- Local CWN Aircraft - If agency exclusive use aircraft are unavailable, local (in state) CWN contract resources may be committed first. Local (in state) administrative flight aircraft may be ordered directly by that state coordination center. A courtesy notification to SACC is requested.
- Ordering Through the SACC Aircraft Desk - If an order cannot be filled locally, the State Coordination Center will place the order with the SACC Aircraft Desk. The SACC Aircraft Desk will complete the necessary cost comparisons and justifications and follow the ordering priorities as listed above.
 - If either scheduling or the cost analysis dictate the use of Exclusive Use or CWN contract aircraft, the SACC Aircraft Desk will place the order with the State Coordination Center that administers the contract. The SACC Aircraft Desk will not order these aircraft directly from the contractors. When the aircraft has been scheduled or ordered, the SACC Aircraft Desk will complete the remaining blocks in the AFRS and provide a copy to the requesting unit and the sending unit.
- DOI Office of Aircraft Services (OAS) Aircraft - OAS On-Call Aircraft Contracts & Source List aircraft may also be considered along with CWN aircraft, however, DOI agencies must use OAS aircraft if available. Costs for aircraft under DOI Office of Aviation Services (OAS) agreements are available from any OAS office or from the website source list at <https://www.doi.gov/aviation>. The source list is only available to individuals with a DOI computer login. Non-DOI employees will have to ask an appropriate DOI employee, such as a DOI COR or Aviation Officer, for any DOI contract information. If the flight is for the Forest Service, aircraft must meet the performance standards outlined in FSH 5709.16. If an OAS On-Call Aircraft Contracts & Source List aircraft is selected, and the aircraft is within that state, State Coordination Centers may order direct. If you need an aircraft from another state, the SACC Aircraft Desk will order the aircraft through the appropriate dispatch channels.

Non-Administrative Flights

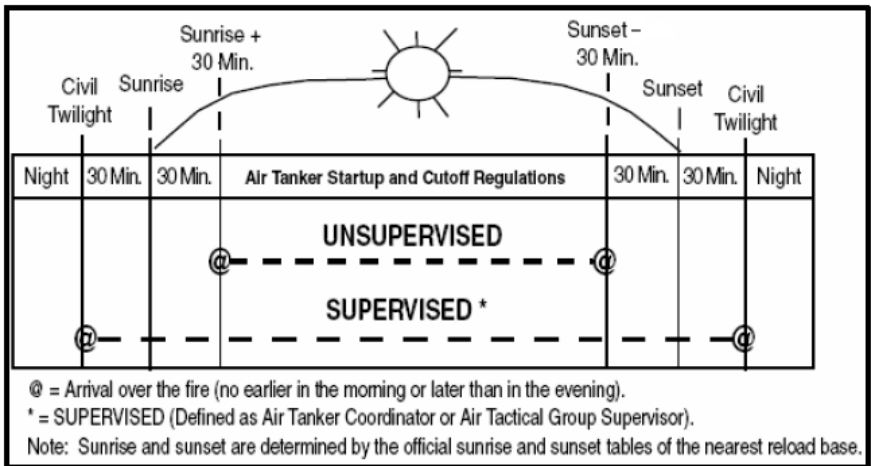
The non-administrative flight process will be identical to the administrative flight process with the following exceptions:

Non-administrative flights normally result from a resource order. An Aircraft Flight Request/Schedule (AFRS) will be used for the scheduling. In some cases, non-administrative flights may be of an emergency nature and the order would be filled with the timeliest appropriate resource available. Continued use of the aircraft after the emergency has passed may result in replacement with a more cost-effective aircraft. The Incident Hosting Unit shall approve the cost of using charter aircraft prior to scheduling.

Mission Flights

Southern Area: Air Attack, detection, reconnaissance, type III helicopters etc. Tactical dispatch of National Resources assigned to the Southern Area is discussed here.

- Airtankers, Lead Planes, Aerial Supervision Modules
 - Initial Orders into the Southern Area - Initial orders for Airtankers, Lead Planes, and Aerial Supervision Modules into the Southern Area must be made through the SACC Aircraft Desk to NICC.
 - Retardant Operations and Low Light Conditions (Sunrise/Sunset) – Unsupervised multi-engine airtankers shall be dispatched to arrive over a fire no earlier than 30 minutes after official sunrise and no later than 30 minutes before official sunset. Retardant operations are permitted 30 minutes before official sunrise to 30 minutes after official sunset (civil twilight) but must have concurrence by the involved flight crews and aerial supervision (Lead, ATCO, ASM or ATGS) must be on scene. Flights by multi-engine aircraft to assigned bases may occur after daylight hours.



- Single engine airtankers (SEATs) and helicopters are limited to flight during the official daylight hours. Daylight hours are defined as 30 minutes prior to sunrise until 30 minutes after sunset.
- Flight crews might experience late dawn or early dusk conditions based on terrain features and sun angle. Flight periods should be adjusted accordingly.

Daylight hours may be further limited at the discretion of the pilot, aviation manager, ATGS, ASM, or Leadplane because of low visibility conditions caused by smoke, shadows, or other environmental factors.

- Aerial Supervision Requirements – In order to maximize safety and efficiency, incidents with three or more aircraft over them should have aerial supervision, however, there are several federal and state policies in place which require aerial supervision based on specific situations. See table below:

Incident Aerial Supervision Requirements

Note: Deviations from this table may be authorized by the agencies through local mitigations.

SITUATION	HLCO	ASM / LPIL	ATGS / ASM
Three or more manned aircraft over an incident or when mixed type and kind aircraft are over the incident working at the same time.	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IF NO ATGS AND ONLY FIXED WING	ORDERED
If manned and unmanned aircraft are operating within the same working area/area of operation (WA/AO). <i>(If only UAS, no aerial supervision is required.)</i>	ORDERED IF NO ATGS AND ONLY HELICOPTERS	ORDERED IF NO ATGS AND ONLY FIXED WING	ORDERED
Fixed-Wing Low-Level Operations in Low Light conditions.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
MAFFS/VLAT.	N/A	REQUIRED	N/A
Airtanker / Multi-Engine Amphibious Water Scooping Aircraft not LA carded.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Level 2 SEAT / Fireboss operating on an incident with more than one other tactical aircraft on scene.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Foreign Government Aircraft.	N/A	REQUIRED IF NO ATGS	REQUIRED IF NO ASM/LPIL
Congested Area Flight Operations.	ORDERED	ORDERED	REQUIRED
Periods of marginal weather, poor visibility, or turbulence.	REQUIRED IF NO ATGS/ASM / LPIL	REQUIRED	REQUIRED
Active Duty (Non-National Guard) Military Helicopter Operations.	ORDERED	N/A	REQUIRED IF NO HLCO
When requested by airtanker, helicopters, ATGS, LPIL, or ASM.	REQUIRED	REQUIRED	REQUIRED

****ASM can perform all ATGS missions however, an ATGS is required when requested by ASM.**

- **Airtankers, Lead Planes, Aerial Supervision Modules -Tactical Dispatching**
 - **Airtanker Requests** –All requests for tactical airtanker missions including Leadplanes, Aerial Supervision Modules and Air Attack aircraft will be conducted by the hosting State Coordination Center and will be coordinated with the SACC Aircraft Desk.
 - **Operational Reload and Portable Airtanker Bases (PAB)** –All Operational reload and Portable Airtanker Bases must be staffed with a fully qualified Air Tanker Base Manager (ATBM)

- Inactive Reload and Portable Airtanker Bases – the SACC Aircraft Desk will coordinate the activation of any Southern Area inactive reload and Portable Airtanker Bases (PABs) when a request is made from the local unit, in conjunction with the relevant Zone Aviation Officer.
- Nationally contracted Mobile Retardant Bases will be ordered through NICC. Orders should be placed by the relevant State Coordination Center to the SACC Aircraft Desk. The SACC Aircraft Desk will place the order to NICC (See National Interagency Mobilization Guide Chapter 50 for additional information.)
- Airtanker Bases –

Airtanker Base	City/State	Capacity/ Approved Operations
<u>Florida (FL-FIC)</u>		
Lake City (LCQ)	Lake City, FL	VLAT, LAT, SEAT
Ocala (OCF)	Ocala, FL	LAT, SEAT
Punta Gorda (PGD)	Punta Gorda, FL	LAT, SEAT
<u>Kentucky (KY-KIC)</u>		
London (LOZ)	London, KY	SEAT
<u>North Carolina (NC-NCC)</u>		
Kinston (ISO)	Kinston, NC	LAT, MAFFS, SEAT
<u>Oklahoma (AR-AOC)</u>		
Ardmore (ADM)	Ardmore, OK	LAT, SEAT
<u>Tennessee (TN-TNC)</u>		
Chattanooga (CHA)	Chattanooga, TN	LAT, SEAT
<u>Texas (TX-TIC)</u>		
Abilene (ABI)	Abilene, TX	LAT, SEAT
Austin (AUS)	Austin, TX	VLAT, LAT, MAFFS, SEAT
Childress (CDS)	Childress, TX	SEAT
Mineral Wells (MWL)	Mineral Wells, TX	SEAT

- Airtanker Dispatch Priorities - Airtankers, Leadplanes, and Air Attack aircraft assigned to the tanker base will be tactically dispatched by the State Coordination Center with notification to SACC. When aircraft are dispatched from the airtanker bases, each State Coordination Center has the authority to re-route, divert, or recall airtankers, leadplanes, and air attack aircraft assigned to the tanker base within priorities that have been established within the Southern Area. When there are multiple requests that meet the same priority criteria, the SACC Center Manager or Aviation Coordinator will determine which incident will receive the requested resource, based on priorities.
- Aircraft Relocation - Requests to relocate airtankers, leadplanes, ASM's and Exclusive Use air attack aircraft must be made through the SACC Aircraft Desk. (Note that prior to relocating a CWN air attack aircraft outside of the state, a determination must be made by the SACC Aircraft Desk if a timelier and more cost-efficient air attack aircraft is located near the new location).
- All relocations, reassignments, and other missions involving national resources (such as Large Airtankers, Leadplanes, and Aerial Supervision Modules) will be coordinated with the NICC by the SACC Aviation Coordinator or SACC management.
- Leadplanes and Leadplane Pilots - State Coordination Centers with an airtanker base, reload base, or portable airtanker base will be responsible for the ordering of replacement resources through SACC in a timely manner, allowing for the coordination between SACC and NICC, as these resources are often limited nationally.
- Aircraft Scheduling - The State Coordination Center responsible for managing the airtanker base, reload base, or portable airtanker base will be responsible for scheduling airtankers, leadplanes, and air attack aircraft assigned to the airtanker base. This includes establishing daily starting and ending times. The State Coordination Center shall receive concurrence on daily starting and ending times from the SACC Aircraft Desk.

Retardant and Portable Airtanker Bases - The State Coordination Center that is responsible for managing the reload or portable airtanker base will maintain enough retardant for at least three operational periods and will coordinate the orders for retardant through their USFS Region 8 Zone Aviation Officer. The SACC Aircraft Desk will be responsible for dispatching and tracking the PABs. In addition, the SACC Aircraft Desk will coordinate with the USFS Region 8 Regional Aviation Officer and the hosting Zone Aviation Officer for the recovery, rehabilitation, and maintenance of the PABs.

- Daily Reporting - The State Coordination Centers responsible for managing the airtanker base, reload base, or PAB will be responsible for ensuring the

following information is reported to the SACC Aircraft Desk at the close of each business day:

- Location and status of each airtanker as well as Leadplanes, Aerial Supervision Modules (ASMs), and Air Attack assigned to airtanker bases.
 - Number of hours flown, and gallons of retardant dropped that day.
 - Pilot days off schedule.
 - Any scheduled maintenance for Airtankers, Leadplanes, and ASMs
- Frequencies - The State Coordination Centers responsible for managing the airtanker base, reload base, or UAS base will be responsible for ordering, through the SACC Aircraft Desk, any additional frequencies needed. See the frequency ordering section for further information.

DISPATCH/ORDERING FACTORS AND CRITERIA

Selection and dispatching of mission aircraft will be based upon the factors outlined in the “Aircraft Selection Factors” section. If all other factors meet the needs of the requested flights, the two primary considerations will be the timeliness and cost effectiveness of the aircraft. A cost analysis should be completed to determine the most efficient aircraft. Timeliness and cost effectiveness factors that should be considered in selecting the appropriate Call-When-Needed aircraft:

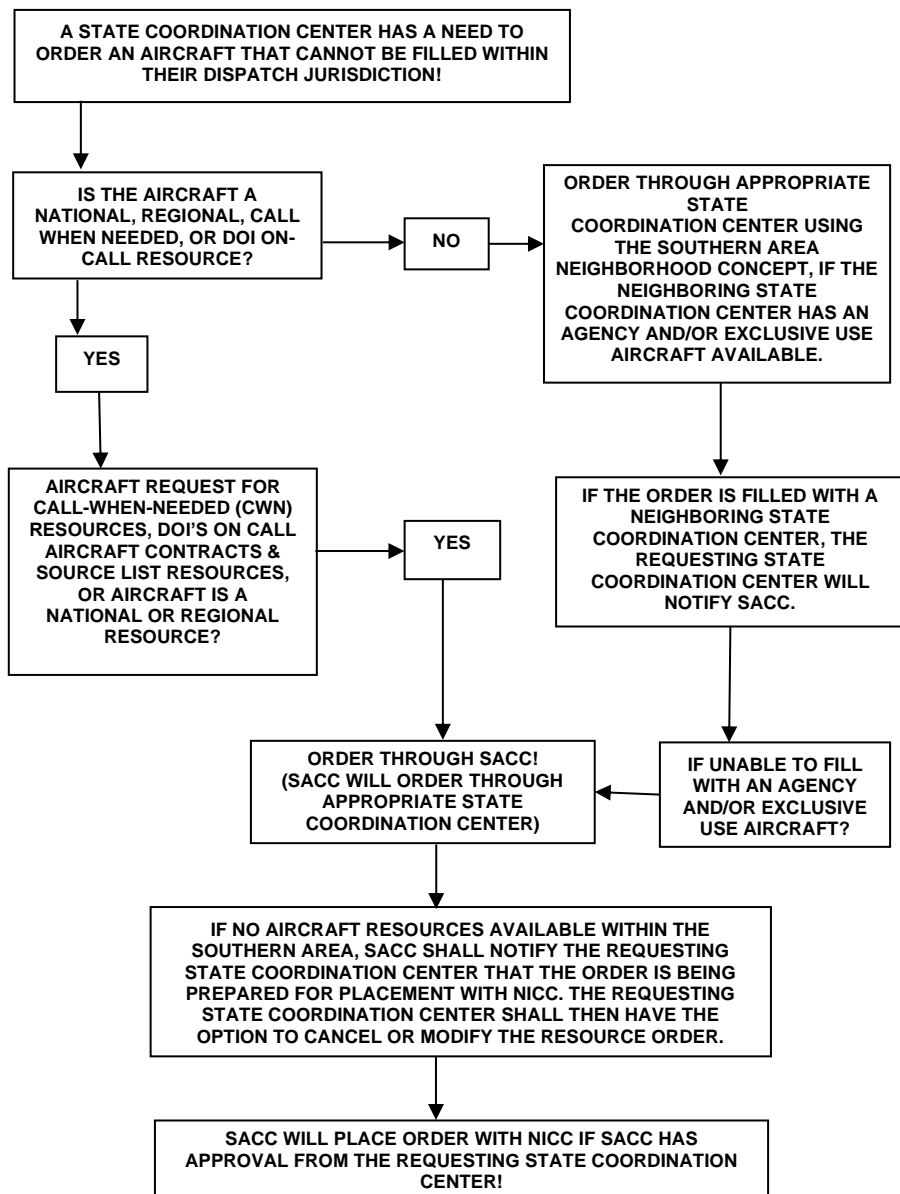
- **Ferry Costs:** The costs associated with ferrying aircraft to and from incidents should be taken into consideration. Note that CWN aircraft are paid from their point of hire and to that point upon demobilization.
- **Relief Crew Transportation:** When pilots reach mandatory days off, determine whether the cost of transporting a relief crew is the best value to the government.
- **Ordering Priorities:** Agency owned aircraft must be considered first, followed by Exclusive Use contract aircraft. Since the SACC Aircraft Desk may receive an order, and must determine the appropriate resource, it is important that State Coordination Centers notify the SACC Aircraft Desk if an Exclusive Use aircraft is relocated from its assigned home base to a new location. If agency aircraft are not available and Exclusive Use aircraft are not available or feasible for the flight, CWN or On Call Aircraft and Aircraft Rental Agreement (ARA) aircraft may be ordered.
- **Local CWN Aircraft:** Local (in-state) CWN Contract aircraft shall be committed first. Local (in-state) aircraft may be ordered directly by the State Coordination Center. When CWN aircraft are assigned, a notification to the SACC Aircraft Desk with the location of the aircraft should be made by the State Coordination Center.

Ordering through the SACC Aircraft Desk: If an order cannot be filled locally, the State Coordination Center may seek appropriate aviation resources from neighboring dispatch centers via the Neighborhood Concept (see table on the next page). If resources are not available locally or via neighboring dispatch centers, State Coordination centers may place orders with the SACC Aircraft Desk. The SACC Aircraft Desk will follow the process outlined in the “Dispatch/Ordering Factors and Criteria” section on the previous page.

If no in state resources are available, and no Government or Exclusive Use Aircraft are available from neighboring State Coordination Centers, Aircraft requests may be placed to SACC. The SACC Aircraft Desk will seek the most appropriate resource for the request (closest appropriate forces for Initial Attack, or the most efficient, cost-effective resource if not initial attack. If CWN Aircraft will fit the requirements for the assignment (with concurrence from the requesting dispatch center), and no more cost-effective options are available, the SACC Aircraft Desk will place requests with the State Coordination Center that administers the contract for the selected CWN aircraft. The SACC Aircraft Desk will not order these aircraft directly from contractors. The most cost-effective aircraft that meets the needs of the ordering unit will be ordered.

OAS On-Call Aircraft Contracts & Source List and Aircraft Rental Agreement (ARA) aircraft may also be considered, however, DOI agencies must use OAS aircraft if available. Costs for aircraft under DOI Office of Aviation Services (OAS) agreements are available from any OAS office or from the website source list at: <https://www.doi.gov/aviation>. Non -DOI personnel will need to obtain information from an appropriate DOI employee, since DOI login credentials are required to access the Source List. The relevant DOI Aviation Officer is a good contact for this information. If the flight is for the Forest Service, aircraft must meet the performance standards outlined in FSH 5709.16. If an OAS On-Call Aircraft Contracts & Source List or Aircraft Rental Agreement (ARA) aircraft is selected, the SACC Aircraft Desk will order that aircraft directly from the contractor.

Ordering Through NICC - Mission aircraft that cannot be filled in the Southern Area will be ordered through NICC.

SOUTHERN AREA AIRCRAFT ORDERING

Air Attack Aircraft Assigned to Airtanker Bases

If a CWN Air Attack aircraft is assigned to an airtanker base, the airtanker base's State Coordination Center may dispatch the air attack for initial attack. Before CWN air attack aircraft may be relocated, the SACC Aircraft Desk should be notified to determine whether a more timely and cost-effective aircraft is available.

AIRTANKERS

Large airtankers are considered National Resources and must be ordered through the NICC via the SACC Aircraft Desk. SACC will prioritize and allocate federal airtankers, positioning them in areas of current or predicted high wildfire danger or activity, with coordination with the NICC.

Airtanker Typing:

TYPE	MINIMUM CAPACITY (GALLONS)	EXAMPLES
VLAT	>8,000	DC-10, B-747
1	3,000 – 5,000	Bae-146, RJ85, MD-87, C-130, B-737
2	1,800 – 2,999	Q-400, CV-580, P-3
3	800 – 1,799	S-2T, AT-802F
4	Up to 799	Thrush
Note: Tanker Capacity standards may vary by agency.		

MODULAR AIRBORNE FIRE FIGHTING SYSTEMS (MAFFS)

Refer to the National Interagency Mobilization Guide, Chapter 50

MULTI-ENGINE WATER SCOOPERS

Refer to the National Interagency Mobilization Guide, Chapter 50, and refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, for additional information.

SINGLE ENGINE AIRTANKERS (SEATs)

See the NWCG Standards for SEAT Operations for additional information.

SEATs are 500 - 800 gallon capacity single engine airtankers. They typically come with 1-4 support people, a support vehicle, and a trailer or truck mounted retardant mixing plant.

All Federal SEAT contracts are administered by the DOI Office of Aviation Services (OAS), Department of the Interior (DOI). Program management responsibility is vested with the DOI in accordance with the lead agency concepts. SEATs are not considered national resources.

SEATs will be ordered following the normal Southern Area Aircraft Ordering matrix. A SEAT manager must be ordered separately as an Overhead request. The SACC Aircraft desk will coordinate with the National SEAT Coordinator for best value SEATs for all pre-suppression (staging, preposition, severity) within the Southern Area.

There are multiple vendors with single engine airtankers available in the Southern Area. Please refer to the OAS On-Call Aircraft Contracts & Source List for specifics.

LEADPLANES/ AERIAL SUPERVISION MODULES (ASM)

Leadplanes and ASMs are considered National Resources. Orders for leadplanes from State Coordination Centers will be placed with SACC Aircraft Desk. Requests for leadplanes may be filled with an ASM.

The ASM is a fixed wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing crew resource management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness.

(Note: Unless there is a special exemption letter in place at the time, USFS Air Tactical Group Supervisors (ATGS) cannot be substituted in ASM. ATGS placed in ASM platforms must have obtained ASM qualified status (AITS).

AIR TACTICAL AND RECONNAISSANCE AIRCRAFT

Refer to National Interagency Mobilization Guide, Chapter 50 for more information on Air Tactical Aircraft.

There are numerous Southern Area CWN Aircraft presently carded for Air Attack Missions and Reconnaissance Missions. Contact the SACC Aircraft Desk to obtain recent updates and current vendor lists for the Southern Area. Lists are also available on the SACC webpage under Logistics/Dispatch, Aviation/Southern Area Resources. Contact the SACC Aircraft Desk for the username and password. **DO NOT GIVE THE LOGIN INFORMATION TO NON-AGENCY PERSONNEL.**

HELICOPTERS

Helicopter Typing:

Components	Type 1	Type 2	Type 3
Allowable payload at 59° F at sea level	5,000	2,500	1,200
Passenger seats	15 or more	9 – 14	4 – 8
Retardant or water-carrying capability (gal)	700	300	100
Maximum gross takeoff and landing weight (lb)	12,501+	6,000 – 12,500	Up to 6,000
Examples	CH-54, CH-47	Bell 204, 205A++, 212HP	Bell 407 A-Star B3
Helitanker	<ul style="list-style-type: none"> • Fixed Tank • 1,100 minimum gallon capacity 		

Helicopter Categories:

- Standard Category (FAA designation) - Authorized for passenger hauling as well as internal and external loads.
- Restricted Category (FAA designation) - Lift only, no passenger carrying, the seats are removed, and the aircraft is placarded. Many Type 1 helicopters are in this category.
- Standard Category, Limited Use (Agency designation) - Generally a temporary designation that restricts the use of the helicopter to external loads, no passenger carrying, but the seats are not removed. Designated crew members essential to the mission are authorized passengers.

Standard category Type 2 helicopters may be placed in the Limited use category. The Regional Aviation Officer must write a letter each time a Type 2 helicopter is placed in or out of the limited use category. A copy of the letter must be sent to the requesting unit and a copy must be placed on board the aircraft. The SACC Aircraft Desk will manage this process.

Standard category Type 3 helicopters may be placed in the Limited use category. For Forest Service units in the Southern Area a blanket letter issued by the Regional Aviation Officer is presently on file, allowing individual forests to manage their Type 3 helicopters in a Limited use capacity when necessary provided certain guidelines have been followed.

HELICOPTER MODULES

All helicopters ordered for suppression purposes will be sent with a complete helicopter module based upon the type and category of the helicopter. The manager will meet the CWN helicopter at a location other than the incident so that an acceptance inspection can be completed on the aircraft and pilot prior to the actual performance of any aviation operations. Note that the DOI Fish and Wildlife Service and National Park Service do not require full modules for non-interagency incidents.

TYPE/ CATEGORY	STAFFING
Type 1 helicopter, standard	Manager and four crew persons
Type 1 helicopter, restricted	Manager only
Type 2 helicopter, standard	Manager and three crew persons
Type 2 helicopter, restricted	Manager only
Type 2 helicopter, standard category in limited use status	Manager only
Type 3 helicopter, standard category	Manager and two crew persons
Type 3 helicopter, standard category in limited use status	Manager only

- **Helicopter Modules:** When exclusive use contract helicopters are dispatched to other units, the assigned manager and module will accompany the ship. When "Call When Needed" (CWN) helicopters are ordered, a qualified module, if in standard category, will also be ordered to manage the ship, unless the ordering unit can provide a module. Names of personnel must be furnished.

CALL WHEN NEEDED (CWN) CONTRACT HELICOPTERS

- **Type 1 and Type 2 CWN Contract Helicopters:** Refer to the National Interagency Mobilization Guide, Chapter 50.
- **National Resources:** Type 1 and 2 helicopters are considered National Resources and must be ordered through SACC Aircraft Desk to NICC.
- **Manager's Name:** NICC will require a manager's name before filling orders for Type 1 and Type 2 helicopters. SACC will require a manager's name before filling orders for Type 3 helicopters.
- **Resource Order Numbers:** CWN helicopters are ordered with "A" numbers, modules may be ordered either using subordinate aircraft requests ("A dot" numbers) or with individual "O" numbers, depending on needs.
- **Type 3 CWN Contract Helicopters:** Type 3 helicopters are considered Geographic Area resources. Refer to "Mission Flights" for information related to dispatching Type 3 helicopters.

EXCLUSIVE USE CONTRACT HELICOPTERS

Exclusive Use helicopters are under formal contract, for specified periods, to various units and agencies nationally, regionally, or locally. In the Southern Area, State Coordination Centers are responsible either directly or indirectly through Contracting Officer Representatives (CORs) for management and dispatch of the Type 3 helicopters. See “Mission Flights” for information related to dispatching Type 3 helicopters. The relevant State Coordination Center must notify SACC Aircraft Desk of the new location if an Exclusive Use helicopter in their dispatch area is relocated.

The modules for Exclusive Use Contract helicopters are dispatched with the contract helicopters. Exclusive Use helicopters with modules are ordered with a single “A” number. The crew members are subordinate “A” numbers to the parent request.

SOUTHERN AREA EXCLUSIVE USE HELICOPTERS

State	Base Name	Agency	Contract Dates
AL	Anniston	USFS	1/20 – 3/30
AR	Clarksville	USFS	2/04 – 4/29
AR	Mena 1	USFS	2/16 – 4/20
AR	Mena 2	USFS	2/22 – 4/27
FL	Homestead	NPS	2/1-4/31
FL	Ocala	USFS	10/1-12/21 & 1/04 – 9/30
FL	Tallahassee	USFS	1/09-03/09
FL	Titusville	FWS	4/01 – 5/31
GA	Cornelia	USFS	1/19 – 5/18 & 11/01 – 11/30
KY	Sterns	USFS	2/24 – 4/24
LA	Alexandria	USFS	1/09 – 5/31
MS	Forest 1	USFS	1/18 – 5/27
MS	Forest 2	USFS	1/29 – 4/28
MS	Wiggins	USFS	1/25 – 4/25
SC	Huger	USFS	2/01 – 5/30
SC	McBee	FWS	1/11 – 3/31
NC	New Bern	USFS	1/26 – 4/25
SC	Savannah River	USFS	2/03 – 4/03
TN	Chattanooga	USFS	2/15 – 4/29 & 11/1-11/30
TX	Huntsville	USFS	1/23 – 5/02
TX	Lufkin	USFS	2/01 – 5/31
TX	Winnie	FWS	1/9 – 3/17
VA	Blacksburg	USFS	3/01 – 4/26

Helicopter Support Equipment

If not provided locally, helicopter support kits, rescue kits, and extraction kits, etc, must be ordered.

SHORT-HAUL CAPABLE HELICOPTERS

Currently, there are no short-haul capable helicopters in the Southern Area. However, one may be pre-positioned in the Southern Area during increased incident activity. Short-haul capable aircraft will still be considered primarily a firefighting resource; they will continue to perform typical fire missions such as water drops, cargo and personnel transport while being available for short-haul missions, if needed.

Emergency medical short-haul will be just one of a number of options for getting medical care to a person in need, or for extracting injured or ill personnel. All options must be considered and included in pre-incident emergency medical planning.

Short-haul proficiency operations will be allowed on all incidents, in accordance with the requirements in the Forest Service Emergency Medical Short-Haul Operations Plan and the Department of Interior Helicopter Short-Haul Handbook.

For additional information and current locations of short-haul helicopters, visit the Emergency Medical Evacuation page at <https://gacc.nifc.gov/sacc/emergencymedical.php>

For additional sources, visit the Interagency Emergency Helicopter Extraction Source List (PMS 512): <https://www.nwcg.gov/committee/hshu-ehe>

LARGE TRANSPORT AIRCRAFT

Large charter aircraft for inter-area movement of crews are generally provided by NICC.

If a large transport aircraft is needed, a resource order should be placed from the incident through established dispatch channels.

When large transport aircraft are needed for mobilization, the SACC Aircraft Desk will work with the NICC Aircraft Desk to coordinate the missions.

When using large transport aircraft, the following characteristics of destination airports must be considered:

- Runway length must be adequate for large, dual wheeled aircraft.
- Runway elevation: high temperatures and elevations negatively affect aircraft capabilities.
- Load bearing weight: both runway and ramp must be adequate to handle aircraft weight.
- Ground handling facilities must be available for large aircraft, including auxiliary power, hot air starts, external stairs, and sanitation services.
- Fueling facilities must provide an adequate supply of appropriate fuel.

Time frames are critical with large transport aircraft. For this reason, it is important that personnel and cargo be weighed, manifested, and ready to load as soon as an aircraft arrives. All power tools, including pumps and chainsaws, must be free of fuel and purged before being loaded onto aircraft.

Currently there are no Large Transport Fixed Wing Aircraft in the Southern Area.

AIRBORNE THERMAL INFRARED (IR) FIRE MAPPING

Refer to the National Interagency Mobilization Guide, Chapter 50.

These aircraft are considered National resources and depending on national priorities, may not be available to fill requests.

All requests for infrared flights will be placed through the SACC Aircraft Desk to NICC no later than 1530 MT daily. All requests for infrared services will be on an IROC aircraft request. Infrared Scanner Request Forms for infrared flights will be created at the National Infrared Operations (NIROPS) website at: <https://fsapps.nwcg.gov/nirops/>. User accounts can be requested by contacting NIROPS directly. If the website is unavailable, a faxed or email Infrared Aircraft Scanner Request Form will be submitted for each request. A new Infrared Aircraft Scanner Request is also required for each flight even though information on this form may not change from day to day, except possibly the latitude/longitude. NICC must be provided with IR parameters, frequencies, hazards etc. A qualified Infrared Interpreter (IRIN) must be confirmed or in place at the time of the infrared flight.

UNMANNED AIRCRAFT SYSTEM (UAS)

UAS Typing

Type	Configuration	Endurance	Data Collection Altitude (agl)	Max Range (mi)	Typical Sensors*
1	Fixed-Wing Rotocraft	6-14 hrs. N/A	3,500-8,000 N/A	50 N/A	EO/Mid Wave IR High Quality IR
2	Fixed-Wing Rotocraft	6-14 hrs. N/A	3,500-8,000 N/A	25 N/A	EO/Long Wave IR Moderate Quality IR
3	Fixed-Wing Rotocraft	20-60 min. 20-60 min.	2,500 and Below 2,000 and Below	5 5	EO/IR Video and Stills Moderate Quality IR
4	Fixed-Wing Rotocraft	Up to 30 min. Up to 20 min.	1,200 and Below 1,200 and Below	<2 <2	EO/IR Video and Stills Moderate Quality IR

*Sensor payloads are variable but typically include daylight (electro-optical), infrared (IR), thermal, or mapping cameras. Type 1 and 2 UAS carry multiple camera types in a gimbaled configuration.

Note: Certain aircraft are specialized and will not fit this classification.

Refer to Interagency Standards for Fire and Aviation Operations, Chapter 16 - Aviation Operations, or NWCG Standards for Fire Unmanned Aircraft Systems Operations PMS 515, or the Interagency Fire UAS Operations Website.

Interagency Fire UAS Ordering

Best Practices for Ordering

USFS Region 8 has a Regional UAS Coordinator who will facilitate and coordinate UAS ordering for fire and RX missions in the Region, and who will coordinate with the National UAS Coordinator for out of region UAS resources and incidents. The current Region 8 UAS Coordinator is Terry Owen, who can be reached at 601-660-6316. The National UAS Coordinator can be reached at 208-387-5335.

The proper method for UAS ordering varies based on the mission and type of UAS needed. Reference the ordering procedures on the Interagency Unmanned Aircraft System (UAS) Program webpage at <https://uas.nifc.gov/uas-ordering> for the most current information.

Keep in mind:

UAS personnel are in high demand. Please order trainees when approved/possible. Cooperators wishing to fly UAS on federally managed incidents must have a Cooperator letter issued by DOI or USFS.

TEMPORARY FLIGHT RESTRICTIONS

Reference the "NWCG Standards for Airspace Coordination" (Chapter 6 Temporary Flight Restrictions (TFRs), FDC NOTAMs and Advisory NOTAM (D)) for pertinent information.

In the Southern Area, requests for Temporary Flight Restrictions (TFRs) are requested by the State Coordination Centers through the SACC Aircraft Desk. The SACC Aircraft Desk will submit TFR requests directly through the appropriate FAA Air Route Traffic Control Centers (ARTCC). State Coordination Centers will provide the SACC Aircraft Desk a IROC Aircraft Request for a TFR and a TFR Request Form.

TFRs in the USA may be found at: <http://tfr.faa.gov/tfr2/list.html>. When there are active incidents within the Southern Area, request the information on existing TFRs from the relevant State Coordination Center. The aircraft desk should be made aware of existing TFRs since SACC Aircraft Desk frequently receives inquiries regarding existing TFRs. TFRs are not considered to be in effect until the FAA has issued a Notice to Airmen (NOTAM) regarding the specific TFR.

Typical TFRs are requested in a five (5) mile radius of a given point and 3,000 feet above highest point (MSL) to allow extra air space for maneuvering Large and Very Large Airtankers that are all jets. However, TFRs should be requested based on the needs of the incident and can be increased in size as fires grow or reduced in size as aviation resources are demobilized, and the ceiling can be lower than 3,000 feet above the highest point (MSL) if no LATs or VLATs are being ordered or utilized. Remember, we are 'borrowing' the airspace. TFRs may

be requested in any configuration desired depending on the situation, topography, amount of air traffic, etc.

Reference 91.137; placing a TFR over an incident area does not automatically eliminate non-tactical aircraft from the area. Note the exceptions for law enforcement and news media in the FAR.

It is highly recommended that an Airspace Coordinator be ordered in those cases where airspace is complex or numerous aircraft are deployed. If an Airspace Coordinator is needed, contact the SACC Aircraft Desk.

NOTICES TO AIR MISSIONS DISTANT (NOTAM (D))

Reference the "NWCG Standards for Airspace Coordination" (CHAPTER 6 Temporary Flight Restrictions (TFRs), FDC NOTAMs and Advisory NOTAM (D)) for pertinent information.

In some cases, a NOTAM (D) may be appropriate to notify non-participating general aviation, commercial, or military aircraft of an agency aviation project or activity such as an aerial ignition on a prescribed fire, blasting, for helibases located outside a TFR, or for operations at an agency owned airstrip that do not require closure.

In the Southern Area, requests for NOTAM (D)s are requested by the State Coordination Centers. The State Coordination Centers may request the assistance from the SACC Aircraft Desk, and by filling out and submitting the SACC NOTAM (D) Request Form. The SACC Aircraft Desk will work directly with the appropriate FAA Flight Service Station (FSS).

NOTAM (D)s in the USA may be found at:

<https://pilotweb.nas.faa.gov/PilotWeb/>.

MILITARY TRAINING ROUTES AND SPECIAL-USE AIRSPACE

Military Training Routes and Special Use Airspace presenting conflicts with incident related aviation activities will be identified by local units. The source for this information is AP-1B, Flight Information Publication, "Military Training Routes" and the AP/1A FLIP, "Special Use Airspace." It is recommended that State Coordination Centers keep a copy of the most current edition of these documents. Special Use Airspace information should be organized for easy and rapid utilization, i.e., displayed on dispatch maps, with conversions available from legal descriptions to latitude/longitude prepared.

Further direction may be obtained in the Interagency Airspace Coordination Guide.

Flight restrictions involving Military Training Routes (MTRs) require additional notification of that closure to the controlling military base. MTRs & SUAs require deconfliction prior to requesting a TFR.

AIRSPACE CONFLICTS

All airspace conflicts, including accidents (mid-air collision), incidents (near mid-air collision), hazards (intrusions into airspace restricted under Title 14 CRF part 91.137 Temporary Flight Restrictions), and other occurrences involving airspace shall be reported immediately by the individual involved with or observing the conflict to the local unit dispatch office or aviation manager.

The local dispatch office or aviation manager shall, upon notification of a conflict, report the occurrence and furnish the documentation to the appropriate aviation officer at the state, regional, or area level. A courtesy call shall also be made to the SACC Aircraft Desk and a SAFECOM should be initiated for record.

LOCAL HAZARD MAPS

A Local Hazard Map, religiously updated as changes occur or updated annually at a minimum, will increase the pilot's awareness of existing "wire" or "obstacle" hazards, which may be encountered during operations at low altitudes.

NEWS MEDIA AIRCRAFT

News media aircraft are only permitted into the incident restricted airspace with the permission and control of the incident management team. Media aircraft must have incident radio frequency capabilities and must receive a complete briefing prior to entering the restricted area. It is recommended that when extensive fire activity is occurring, news media be provided with information regarding TFRs and the appropriate frequency to contact either the aircraft or the dispatch office managing air traffic over the incident (See FAR 91.137).

LAW ENFORCEMENT AIRCRAFT

Law Enforcement aircraft will frequently operate in an incident area. These aircraft are authorized to do so regardless of whether they are associated with the incident. It is recommended that law enforcement agencies and local fire departments that have aircraft be provided with information related to the TFR and with the appropriate frequency to contact either the aircraft or the dispatch office managing air traffic over the incident.

FAA TEMPORARY CONTROL TOWER OPERATIONS

Refer to the National Interagency Mobilization Guide, Chapter 50.

DEDICATED & PRE-ASSIGNED RADIO FREQUENCIES

Refer to the National Interagency Mobilization Guide, Chapter 50 for Dedicated Radio Frequencies, for additional information.

INCIDENT FREQUENCY USE AND ORDERING

Aviation activities related to incidents in the Southern Area may become very complex due to the population density, numerous private, commercial, and military aircraft, complex airspace, and various other factors. The single biggest risk in the Southern Area is related to communications or the lack of communication between aircraft and between aircraft and ground personnel.

Each State Coordination Center is allocated primary Initial Attack AM Air-to-Air and FM Air-to-Ground frequencies annually from National Interagency Incident Communications Division (NIICD). Some states are broken up into zones. State Coordination Centers are authorized to assign the primary Initial Attack AM Air-to-Air Frequency and any of the Initial Attack FM frequencies within their dispatch area. Units under their respective State Coordination Center will coordinate with the State Coordination Center anytime there is a need to use a primary Initial Attack AM Air-to-Air and/or Initial Attack FM Air-to-Ground frequencies.

Types of frequencies requested through the SACC Aircraft Desk:

Air to Air AM – communications between aircraft using an AM (victor) frequency

Catalog: Aircraft

Category: Frequency

Catalog item: FQAA - Air to Air AM

Service Volume:

- Frequency authorized up to 5000' AGL per FAA engineering
- Incident specific usage is within 20 NM radius of provided center point
- 10W max transmission by aircraft

Air to Ground AM – Airtanker Base (ATB) ramp frequency and for communications between ATB and aircraft

Catalog: Aircraft

Category: Frequency

Catalog item: FQFF - Air to Ground AM

Service Volume:

- Frequency authorized up to 5000' AGL per FAA engineering
- Usage is within 40 NM radius of provided center point (ATB lat/long)
- 10W max transmission by aircraft

Special Needs: ATB ramp frequency with latitude and longitude of ATB

Air to Ground FM – for communications between aircraft and ground personnel

Catalog: Aircraft

Category: Frequency

Catalog item: FQAG - Air to Ground FM

Service Volume:

- Frequency authorized up to 3000' AGL by Radio Frequency Authorization (RFA)
- Incident specific usage is within 20 NM radius of provided center point
- 10W max transmission by aircraft

Ground Tactical – intra-division ground communications within incident operations area

Catalog: Aircraft

Category: Frequency

Catalog item: FQTA - Tactical

Service Volume:

- Frequency authorized for ground use only; NOT to be used in the air
- Incident specific usage is within 20 NM radius of provided center point

DECK – helibase flight deck logistics frequency for ground use only

Catalog: Aircraft

Category: Frequency

Catalog item: FQDE - Deck

Service Volume:

- Frequency authorized for ground use only; NOT to be used in the air
- Incident specific usage is within 5 NM radius of provided center point (helibase)

Special Needs: Latitude and longitude of helibase

Takeoff and Landing (TOLC) – AM* – a specific-use air to ground frequency for helibase air traffic control

Catalog: Aircraft

Category: Frequency

Catalog item: FQTL - Takeoff and Landing

Service Volume:

- Frequency authorized up to 2000' AGL
- Incident specific usage is within 5 NM radius of provided center point (helibase)
- 10W max transmission by aircraft

Special Needs: Latitude and longitude of helibase

Takeoff and Landing (TOLC) – FM* – a specific-use air to ground frequency for helibase air traffic control

Catalog: Aircraft

Category: Frequency

Catalog item: FQTO - Takeoff and Landing

Service Volume:

- Frequency authorized up to 2000' AGL
- Incident specific usage is within 5 NM radius of provided center point (helibase)
- 10W max transmission by aircraft

Special Needs: Latitude and longitude of helibase

***TOLC** can be ordered as an AM or FM frequency, depending on local preference.

NOTE:

The incident origin lat/long listed on the Resource Order is considered the “provided center point” unless otherwise specified in Special Needs.

If incident requires a larger service radius, specify in Special Needs

As the incidents or conditions become more complex, frequencies are ordered as follows:

- State Coordination Centers will place an aircraft resource "A" order to the SACC Aircraft Desk for discrete AM/FM frequencies, secondary Initial Attack Air-to-Air frequency, tertiary Initial Attack Air-to-Air frequency, specific incidents and/or preplanning for multiple incidents.
- SACC will fill the secondary Initial Attack Air-to-Air frequency and tertiary Initial Attack Air-to-Air frequency.
- SACC will place frequency orders to NIICD for discrete AM/FM frequencies, specific incidents and/or preplanning for multiple incidents.

When an incident has ended or a frequency is no longer needed, that frequency must be released back to either SACC or NIICD in IROC.

The following Forest Service frequency managers are available to help answer specific communication issues in those areas referenced on Forest Service incidents.

➤ **Frequency Manager:**

Southern Region
Jerry Patrick: Cell: 601-942-2786 Office: 601-965-6153

MANIFEST

A manifest of all crewmembers and passengers on board shall be completed for each flight. A copy of this manifest will remain at the point of departure. Manifest changes will be left at subsequent points of departure when practical.

PASSENGER BRIEFING

All passengers shall be briefed in accordance with the briefing items contained in 14 CFR 135. In those instances where multiple short flights are made, the pilot's briefing does not need to be repeated unless new passengers come aboard.

SAFECOMS

Anyone who observes or becomes aware of a situation related to aviation that is or could result in an aviation safety situation may initiate a SAFECOM. SAFECOMs may be entered and current SAFECOMs read by accessing the SAFECOM website at <https://www.safecom.gov/>. If the initiator does not have internet access, the information needed to complete a SAFECOM should be forwarded to the State Coordination Center for input.

SUNRISE/SUNSET TABLES

These tables are available through the internet at:
<https://sunrise-sunset.org/>

INTERAGENCY INTERIM FLIGHT AND DUTY LIMITATIONS

Refer to the Interagency Standards for Fire and Fire Aviation Operations (Red Book), Chapter 16.

FEDERAL EXCESS PROPERTY PROGRAM (FEPP) AIRCRAFT

Several states operate aircraft obtained under the Federal Excess Property Program. Generally, these aircraft are used by the states primarily for fire related activities. They cannot be planned for use on federal projects, however, the following conditions apply to these aircraft:

- The States may utilize FEPP aircraft to combat fires on federal lands when the action is taken to protect adjacent non-federal lands.
- FEPP aircraft may be ordered **ONLY** for initial attack on federal lands only if:
 - The ordering unit certifies that no commercial source aircraft are available (suggest this be done directly on the resource order), and
 - The FEPP aircraft meets the criteria of timeliness and cost efficiency (in essence, it is the closest appropriate aircraft to attack the fire), and
 - The FEPP aircraft is released as soon as possible and not planned for extended attack, and

- The federal agency places an order for a non-FEPP replacement aircraft immediately. Reference FSMs 3000 and 5700 and FSH 5709 for more details.

PREDICTIVE SERVICES

Predictive Services provides decision support to the federal, state, and local agencies for operational management and strategic planning for wildfires and all-hazard events. This is accomplished through the collection, analysis, and dissemination of information regarding fire activity, resource status, weather, fuels, and assessments of fire danger and fire potential. All-hazard events present different data needs.

The Fire Management Board has chartered a Predictive Services Oversight Group (PSOG) to provide management and direction to the National Predictive Services Program.

INCIDENT STATUS SUMMARY (ICS-209)

Refer to the National Interagency Mobilization Guide, Chapter 60, for reporting requirements and format. In addition to the national criteria, ICS-209's are required on any Southern Area incidents in which a significant event occurs including, but not limited to, structure(s) are destroyed, significant accident, injury, and/or fatality.

Any incident within the Southern Area that meets the reporting criteria will have an Incident Status Summary (ICS-209) completed and submitted electronically via the Integrated National Application Portal (iNAP) SIT-209 Application (<https://nap.nwcg.gov/NAP/>).

WILDFIRES MANAGED FOR FULL SUPPRESSION

Full Suppression implies a strategy to "put the fire out," as efficiently and effectively as possible, while providing for firefighter and public safety. To complete a fireline around a fire to halt fire spread and cool down all hot spots that are immediate threat to control line or outside the perimeter, until the lines can reasonably be expected to hold under foreseeable conditions. Synonymous with "Full Perimeter Containment" and "Control."

For full suppression wildfires, an ICS-209 must be submitted via iNAP when a fire meets large fire criteria. The National Interagency Coordination Center classifies large fires as 100 acres or larger in timber and slash (fuel models 8-13), 300 acres or larger in grass and brush (fuel models 1-7), or when a Complex Incident Management Team (CIMT), Type 1, or Type 2 Incident Management Team (IMT) is assigned. A complete ICS-209 will be required if national resources (Type 1 or Type 2 Helicopter, Type 1 Crew, etc.) are assigned to the incident for more than 72 hours. An ICS-209 will be submitted daily until the incident is contained.

A final ICS-209 will be submitted once the incident is contained or controlled and national resources are no longer being ordered for or assigned to the incident. An ICS-209 may be changed from Final status to "Update" status in the event the

incident escapes containment. A final ICS-209 will be subsequently submitted upon re-containment.

It is the responsibility of the CIMT, Type 1 IMT and/or 2 IMT to complete and submit ICS-209s when they are in place on an incident. For all other incidents, the dispatch center will ensure complete and accurate ICS-209 information is gathered and electronically submitted.

If any significant changes occur overnight after submission of a 209 (large increase in acreage, change in complexity, increased threat to life/property, change in containment/control status, etc.), an update will be made to the GACC Intelligence Coordinator via phone or e-mail at sac.mob@usda.gov.

WILDFIRE MANAGED FOR POINT OR ZONE PROTECTION/ MONITOR/CONFINE

Monitor is the systematic process of observing, collecting, and recording of fire-related data, particularly with regards to fuels, topography, weather, fire behavior, fire effects, smoke, and fire location. This may be done on-site, from a nearby or distant vantage point in person or using a sensor, or through remote sensing (aircraft or satellite).

Confine is to restrict a wildfire to a defined area, using a combination of natural and constructed barriers that will stop the spread of the fire under the prevailing and forecasted weather conditions until out. This means, “some action is or has been taken” (line construction, bucket drops, etc.) to suppress portions of the fire perimeter.

Point or Zone Protection involves protecting specific points from the fire while not actively trying to line the entire fire edge. Points being protected may be communities, individual homes, communication sites, areas of high resource value, etc.

The minimum ICS-209 requirements for these types of incidents are:

- Create an initial ICS-209 and complete all required blocks, including block 47 (Remarks)
- Complete blocks 12 through 15, Approval and routing Information
- If national shared resources are committed to the incident, complete Blocks 48-52, Resource Commitment Summary and Committed Resources.
- Completion of additional reporting blocks can be implemented to meet the needs of an incident or GACC.
- An updated ICS-209 will be submitted weekly (Thursday) if no significant event change occurs.
- An updated ICS-209 will be submitted more frequently after or in anticipation of a significant change event.

- A complete ICS-209 will be required daily if a CIMT, Type 1 IMT, or 2 IMT is assigned.
- A complete ICS-209 will be required if national resources (Type 1 or Type 2 Helicopter, Type 1 Crew, etc.) are assigned to the incident for more than 72 hours.

All non-full suppression fires will submit an ICS-209 for any wildfire that is expected to remain active for more than 72 hours.

OTHER INCIDENTS

An ICS-209 will be submitted for other incidents or events, including all-hazards incidents, in which a significant commitment of wildland fire resources has occurred or when a CIMT, Type 1 IMT, or Type 2 IMT has been assigned.

COMPLEX REPORTING

Prior to creating a complex incident in ICS-209, coordinate with the Intelligence Coordinator at SACC.

Incidents within a complex should be aggregated and included on one (1) ICS-209. A complex is two or more individual incidents located in the same general proximity, which are assigned to a single incident commander or unified command. To maintain data management, reporting integrity, resource management and cost accountability for individual wildland fire incidents within a parent complex and to facilitate the necessary data sharing between fire application systems through IRWIN, the following complex reporting business practices for ICS-209 and IRWIN must be followed.

- The complex parent is a unique record and is not a converted wildland fire incident record.
- The complex parent record should be created in an IRWIN recognized CAD system, or as an individual ICS-209. The parent incident shall include the word “Complex” and not be named from an existing fire.
- Individual child incidents can be added to a complex within the 209 program as either preexisting ICS-209 incidents or as individual IRWIN incidents created from another IRWIN recognized application using the ‘Complex by Incident’ button in block 7 of the 209 data entry screen. Finalize an existing ICS-209 child incident prior to associating the incident to the parent Complex.
- Incidents that do not have a unique IRWIN record cannot be added to the complex using the ‘Complex by Incident’ button.
- If an incident is removed from the complex, it may resume ICS-209 reporting as an individual incident if appropriate, using normal ICS-209 reporting guidelines.

INTERAGENCY SITUATION REPORT

Refer to the National Interagency Mobilization Guide, Chapter 60, for reporting requirements and content. In addition to the national criteria, Situation Reports are required within the Southern Area year-round, whenever fire activity occurs.

Centers will report all fire activity (including prescribed fires and for resource benefit) via the web-based Integrated National Application Portal (iNAP) SIT-209 Application (SIT Program). Nationally, the reporting period for this report is 0001 to 2400 daily.

- Daily Fire Statistics: Fire occurrence information will be reported by both protection responsibility and land ownership.
- Fire danger, preparedness level, wildfire, and prescribed fire activity occurring during the past 24 hours (reporting period is 0001 to 2400 local time), even if recorded in the 209 program, it must be entered in the SIT Report Program “Daily Fire Statistics” screen daily.
- Planned Rx: At Area and/or National Preparedness Levels 4 and 5, Centers will report all planned prescribed fires (all agencies). Though not required, it is strongly recommended that Centers report planned Rx fires at all PL’s. Any resources expected to be committed to the Rx fire are listed in the remarks block.
- Incident Priorities: Whenever a reporting center has multiple incidents for which ICS-209s are being submitted, this screen will be used to designate the local incident priorities. This information is used at SACC and NICC to identify area and national priorities.
- YTD Statistics: Centers should reconcile the year-to-date (YTD) numbers shown for their units in the Sit Program with those from the official fire reports entered in the agency database(s) on a regular basis, preferably once a month. Do not use the daily statistics tab to catch-up activity from previous days.

RELATIONSHIP BETWEEN SIT REPORT AND 209 PROGRAMS

There is no relationship between the 209 Program and the SIT Report Program regarding acres reported. This means data entered in the 209 Program will not automatically rollover into the SIT Report Program. If a wildland fire meets ICS-209 reporting criteria, all ICS-209 acres burned must also be manually entered each day in the SIT Report Program. Do not wait until the fire is controlled or declared out to report acres in the SIT Report Program. If you need to adjust acres later due to better mapping you can do it in the YTD Statistics screen in the SIT Report Program.

Acreage growth for ongoing ICS-209 fires should also be recorded in the SIT Program “Daily Fire Statistics” tab for the associated protection unit as “0 fires for XX acres” with XX representing the amount of growth since the previous ICS-209 report.

SOUTHERN AREA INCIDENT MANAGEMENT REPORT

The Southern Area Incident Management Report (Morning Report) is produced daily (M-F) by the SACC Intelligence Unit. This product may also be produced on holidays and weekends depending on the Preparedness Level and incident activity. The purpose of the Morning Report is to provide an up-to-date summary of recent fire activity, resource availability and commitment.

Primarily, fire information will come from Integrated National Application Portal (iNAP) SIT-209 Application. However, fire activity that was not reported in SIT or 209 may also be included in the Morning Report in order to show a more complete representation of the current fire situation in the Southern Area. Sources for this information may include state fire report summaries and/or direct reports of information to the SACC Intelligence unit from dispatch centers.

As noted above, ICS-209's must be submitted in a timely fashion in order to be relevant to decision-makers and others who use Southern Area intelligence products. As such, only 209's that represent the current fire situation will be displayed in the Morning Report. For ICS-209 fires that are 100% contained or completed during IA, the initial ICS-209 must be submitted within three days of the fire's start date to be shown on the Morning Report.

A fully contained/completed fire will display on the Morning Report for one day. Any ongoing full suppression ICS-209's will be dropped from the Morning Report if updated information has not been received for two days.

Any ICS-209 fire meeting the above criteria will be shown on the Morning Report if it is greater than 100 acres (in any fuel type) and/or if structure(s) have been destroyed. Note: ICS-209's is not *required* in grass or brush fuel types until the fire has reached 300 acres in size. Additionally, a center may choose to enter fires of *any* size in the ICS-209 system, but only fires reaching the guidelines in this chapter will be displayed in the SACC Intelligence products.

INCIDENT MANAGEMENT SITUATION REPORT (IMSR)

Refer to the National Interagency Mobilization Guide, Chapter 60, for a description of this report produced by NICC.

7-DAY SIGNIFICANT FIRE POTENTIAL OUTLOOK

Refer to the National Interagency Mobilization Guide, Chapter 60, for reporting requirements and content.

WILDLAND FIRE WEATHER FORECASTS

Refer to the National Interagency Mobilization Guide Chapter 60.

The National Weather Service will distribute morning fire weather forecasts, afternoon updates, fire weather watches, and red flag warnings as specified in their annual operating plan.

NATIONAL MONTHLY AND SEASONAL WILDLAND SIGNIFICANT FIRE POTENTIAL OUTLOOK

Issued the first business day of the month (Refer to the National Interagency Mobilization Guide, Chapter 60). This product is issued by NICC and is based on input provided by the individual GACCs. The current version of this product contains four separate maps that cover four months. The sequence of maps rolls forward by one month with each issuance and the product is issued every month.

FUEL AND FIRE BEHAVIOR ADVISORIES

Refer to National Interagency Mobilization Guide, Chapter 60, for a description of this NICC product. Although this product is typically assembled by a fuels specialist, there is a mandated coordination with the meteorologists in Predictive Services before NICC will post the advisory to their website. The advisory will also be posted on the SACC web site after being reviewed by the meteorologists and the Center Manager. This is generally done to coordinate and achieve consensus on the area under advisement.

DAILY FIRE BEHAVIOR FORECAST

Current and accurate weather information is critical for firefighters and managers to perform their mission safely and effectively. State Coordination Centers will ensure that fire weather forecasts are communicated in a timely manner to firefighters on initial and extended attack incidents.

When extended severe fire weather and potential for extreme fire conditions exists, the Southern Area Coordinating Group (SACG) may decide to activate Decision Support to provide a general fire behavior forecast for the Southern Area daily. This will normally be done at Southern Area Preparedness Levels 4 and above. The Meteorologist or Assistant Meteorologist will provide daily weather briefings to the MAC Group and/or on conference calls as needed.

INCIDENT OVERVIEW

Local dispatch centers receive initial smoke reports from various entities and are responsible for coordinating an initial response to suspected wildland fires, and other emergency incidents under appropriate authorities. The standard business practice is one ignition, one record, one authoritative data source and one centralized ordering point per incident.

Refer to National Interagency Mobilization Guide, Chapter 70.

INCIDENT CREATION

Refer to National Interagency Mobilization Guide, Chapter 70.

Incidents will be created by the dispatch center with delegated authority for the benefiting agency(s) and associated Protecting Unit based on the incident's point of origin (POO). Unique Incident Identifiers are derived from the Protecting Unit Identifier and the Local Incident Identifier. Examples:

- MT-FNF-000567
- AZ-CRA-000231

The Unique Incident Identifier includes the calendar year but is only visible in some dispatch applications. Incident data and all ordering for the incident is tracked under the Unique Incident Identifier for the life of the incident.

Incident Record Creation and Data Integration

Refer to National Interagency Mobilization Guide, Chapter 70.

NWCG Event Kind and Event Categories (Incident Type)

Refer to National Interagency Mobilization Guide, Chapter 70.

NWCG Event Kind and Event Category Standards and associated business rules are located at:

<https://www.nwcg.gov/data-standards/approved/event-kind-category>

Multiple Events

Refer to National Interagency Mobilization Guide, Chapter 70.

Unprotected Lands

Refer to National Interagency Mobilization Guide, Chapter 70.

Incident Naming Protocols

Refer to National Interagency Mobilization Guide, Chapter 70.

More information regarding incident name validation and exchange rules can be found at:

<https://www.nwcg.gov/sites/default/files/publications/910-incident-name.pdf>

Unit Identifiers

Refer to the National Interagency Mobilization Guide Chapter 70.

NWCG Standards for Unit Identifiers, PMS 931 is found at:

<https://www.nwcg.gov/publications/931>

Incident Reporting

Refer to National Interagency Mobilization Guide, Chapter 60.

COST CODING

Refer to the National Interagency Mobilization Guide, Chapter 70.

DISPATCH FORMS**National Dispatch Forms**

Refer to the National Interagency Mobilization Guide, Chapter 80.

Southern Area Dispatch Forms

Refer to the SACC Website, http://gacc.nifc.gov/sacc/forms_references.php.

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COMPACT AUTHORITY/ACTIVATION

The mobilization plan is authorized under Article VI of the Southeastern States Forest Fire Compact Commission Bylaws and Article VI of the South Central States Fire Compact Commission Bylaws.

Officers of the Southeastern States Forest Fire Compact Commission are filled annually on a rotation basis. Current officers are as follows:

Chair:	Tim Lowrimore (Georgia)
Vice-Chair	Brandon Howard (Kentucky)
Secretary-Treasurer:	Russell Bozeman (Mississippi)

Officers of the South Central States Forest Fire Protection Compact are filled on an annual rotation basis. Current officers are as follows:

Chair:	Mark Goeller (Oklahoma)
Vice Chair:	Al Davis (Texas)
Secretary-Treasurer:	Joe Fox (Arkansas)

The Compact Coordinator for both Compacts is ordinarily the Southern Group of State Foresters Fire Director, and the Deputy Compact Coordinator is the Southern Area Coordinator. Current incumbents are:

Compact Coordinator:	Jim Prevette
Deputy Coordinator:	Nancy Ellsworth (SACC)

Either Compact is activated when the Compact Coordinator or Deputy is notified by a member state, or when a member state places a compact resource order requesting resources (see "Mobilization" below). When one Compact is activated, the Compact Coordinator or Deputy will notify the Chair of the Southeast and the South Central Compacts. Dispatching assistance is usually provided by the Southern Area Coordination Center (SACC).

OBJECTIVES AND CONTENT

- Provide an orderly, timely, cost-efficient method of providing aid to requesting Compact states.
- Ensure that aid can be obtained rapidly.
- Provide a system to collect and distribute timely fire information between Compact states.
- Provide a means of dispatching resources both within and outside the Compact.
- Provide for Compact Incident Reviews.
- Establish a listing of Compact resources.

**MUTUAL AID PROCEDURES
PREMOBILIZATION**

Each Compact state will furnish the Coordinator with a listing of resources available as outlined in the appendix by January 1 each year. (APPENDIX F)

MOBILIZATION**Compact Activation**

Coordinator will advise Compact Chairpersons that a Compact has been activated and keep the Compact Chairpersons advised.

Aid Request

Resource orders for compact resources will be generated by the requesting state dispatch center utilizing the Interagency Resource Ordering Capability (IROC) system indicating "Compact Request". The requesting state dispatch center will place the IROC Compact Request with SACC. The Compact Coordinator will work with the states to locate the resource using closest resource concept and place the order to the appropriate state dispatch center.

Compact State Aid Available

The Coordinator will contact the compact states best able to meet the request.

No Compact Aid Available

The Coordinator will continue to contact other States, U.S. Forest Service, cooperators, other fire protection compacts, and other sources until the requested resources are located. Requesting state will be contacted for decision before a firm order is made.

Dispatch Procedure

The Coordinator will work with both the receiving and sending agency to coordinate times, places, equipment transportation, and lengths of service.

Liaison Officer

A Liaison Officer from the aiding State shall be provided when multiple resources are requested, i.e., two tractor units - one liaison officer; six tractor units- two liaison officers.

Interstate Equipment Travel Restrictions

The Coordinator will work with individual states to provide appropriate clearances.

Information

Information regarding Compact resources within a receiving state will be passed through the Coordinator to the sending State. Information regarding the news media will be handled by each state. The Compact Coordinator shall be prepared to provide information on general Compact activities.

Food and Sleeping Facilities

These will be provided by the receiving state; unless other arrangements are made in advance. The sending state will be reimbursed for per diem while resources are traveling to and from the incident.

Supervision

Incident supervision will usually be provided by the receiving state. However, if the receiving state does not have sufficient qualified overhead, appropriate overhead should be requested through the Compact.

Pay Rates

Personnel and equipment reimbursements will be at the rates currently published by respective states. The rates provided in Appendix F should be regarded as examples only and are subject to change.

The sending state will supply sufficient communications equipment for its crews to interface with the receiving state. Additional communication support should be ordered through Coordinator.

DEMOBILIZATION**Release priority**

Out of State personnel and equipment shall be released as soon as fire conditions warrant. The Coordinator shall be notified when release is imminent and when accomplished. It shall be the Coordinator's responsibility to notify the states when their resources are released, and to relay their ETA at headquarters.

Equipment Return

The receiving state is responsible for repair or reimbursement for damaged or lost tools and equipment. Records of hours and/or miles used must be returned with equipment so that servicing or overhaul can be arranged. The sending state should send mechanically sound equipment. The receiving state should make notations of any equipment deficiency upon arrival.

Reimbursement Vouchers

The sending state will send the receiving state reimbursement vouchers within 30 days after return of personnel and/or equipment.

Narrative Report

Both the sending and receiving states will send a written critique on all phases of their part of the mutual aid operation to the Compact Coordinator. This report will serve as supporting material for incident reviews.

FIRE EMERGENCIES**Outside compact area**

Each state will maintain internal Cooperative Agreements dealing with agency fire assistance.

Between compacts

The Southeastern States Compact Coordinator will coordinate with his or her counterpart in other compacts if assistance is being requested or if resources are being sent to a Southern Area Compact. Normal dispatch procedures will be followed in handling resources.

COMPACT INCIDENT REVIEW**Purpose**

When significant mutual aid is requested and used, an Incident Review shall be made to determine efficiency and effectiveness of the Compact action.

Time and place

The Compact Coordinator shall identify a suitable meeting location and schedule the Incident Review at a convenient time in the aided State.

REVIEW TEAM MAKE-UP

- State Forester and Fire Chief of receiving state.
- Fire Chief of sending state or states.
- Representative of U.S. Forest Service, Fire and Aviation in the receiving State.
- Fire Chief and Staff from other Compact states, as desired.
- Compact Coordinator.

SUPPORTING INFORMATION

Suppression personnel involved in the incident may be asked to participate in the Review. Any supporting material such as maps, time records, weather records, and critiques should be available for the Review.

INCIDENT REPORT

The Compact Coordinator shall prepare a written report of all findings including recommendations for future operations. This report will be sent to all member states and U.S. Forest Service, Fire and Aviation.

STANDARD DISPATCHES

Personnel assigned on compact orders will receive a minimum of eight (8) hours of work time per day, with the receiving state reimbursing for the base 8 plus any overtime. These procedures apply to any vehicle or equipment responding to a compact or federal assignment across state lines. This includes, but is not limited to, wildland fire engines, dozers, tractor-plows, ATVs, transports and hand tools.

In order to prevent the spread of noxious weeds, the follow procedures will be used:

The procedures are:

- Clean emergency response rolling stock before departure from, or return to, home unit.
- High pressure spray exteriors, undercarriage, tires, rims, tracks, etc. to remove dirt and debris.
- Air blow or water spray radiators and pickup beds.
- Ensure that cleaning is completed at a non-sensitive location to avoid creating a new problem.
- Inspect units upon arrival at assignment and before departure.
- High pressure spray all fire line hand tools.

SHARED RESOURCES

Examples of resources available through the compacts

Aviation

- Helicopter Buckets
- Airtankers
- Helicopters
- Air Transport
- Retardant Mixing Facilities - portable Long and Short Term
- Aerial Ignition Systems

Personnel

- Hand Crews (20 person)
- Fire Behavior Analyst
- Air Attack Group Supervisors
- Dispatchers
- Communications Unit Leaders
- Air Operations Branch Director
- Air Support Group Supervisor

Specialized Water Handling Equipment

- Portable Pumps
- Irrigation Pumps/Systems
- Large Volume Pumps

Tractor-Plow Units

- High Flotation by size class

All-Terrain Vehicles

- Water Handling
- Non-water Handling

Kitchens**Mobile Command Posts****MAFFS****Portable Bridges****INITIAL BRIEFING FOR STATE CREWS**

The sending state will:

- Ensure that all personnel are qualified to fill their assigned position. Ensure that crews come equipped with standard PPE, including hard hats, gloves, fire shirts and pants, goggles, gloves, fire shelters and any other safety equipment needed for the job.

The Compact Coordinator will:

- Ensure that receiving state brief out-of-State crews upon entering the state and that Compact policy is followed.

The receiving state will conduct a briefing covering:

- Fire situation and expected behavior.
- Assignment area
- Terrain
- Fuels
- Supervision
- Location of housing, feeding
- Logistical support - fuel, grease, repair, etc.
- Fire headquarters
- Social customs
- Local maps
- Resource values at risk
- Safety items
- State laws, traffic, regulations, and restrictions
- State policy
- Other pertinent information

Legend:

- Northern Forest Fire Regime
- Big Rivers Forest Fire Regime
- Northwest Forest Fire Regime
- Great Plains Forest Fire Regime
- Mid-Atlantic Forest Fire Regime
- South Central Forest Fire Regime
- South Atlantic Forest Fire Regime

* States and/or Provinces outlined in color represent regions that belong to two or more categories.

APPENDIX B**COMPACT ACTIVATION CHECKLIST**

- Determine need for resources.
- Verbal and written notification of compact activation (to the compact by the requesting State) is preferred for record keeping.
- Compact Coordinator will notify the appropriate Compact Chair. The chair will send a notification of Compact activation.
- Compact Coordinator will notify the adjoining Compact Chair.
- The requesting state dispatch office will enter the Resource Order into IROC indicating it is a compact request.
- Compact Coordinator will work with the states to locate the resource. (Normally following the closest resource concept).
- Demob will follow the normal demob process; release information, ETD's and ETA's will be entered into IROC.
- The Compact Coordinator will update the Compact Chair, as needed, of the situation and actions taken.
- Once the fire emergency has subsided and all compact resources have returned to their home State, the requesting State shall notify the compact coordinator that the compact has been de-activated. Both verbal and written notification is preferred.

APPENDIX C

STATE ACTIVATES
COMPACT BY
PLACING RESOURCE
ORDER FOR
ANOTHER STATE'S
RESOURCE TO



NOTIFIES
CHAIR OF
SOUTH
CENTRAL

COMPACT
COORDINATOR

NOTIFIES
CHAIR OF
SOUTH
EASTERN



STATE

STATE

STATE

STATE

The State Dispatch Office, when placing the resource order, will indicate “Compact Request”.

Upon activation of a compact, a courtesy call will be given to the adjoining compact chair.

The Compact Coordinator will keep the compact chair advised to the situation and actions taken.

**APPENDIX D
2023
SOUTHERN FIRE CHIEFS DIRECTORY**

ALABAMA FORESTRY

COMMISSION

JOHN GOFF

513 MADISON AVE
MONTGOMERY, AL 36104
PHONE 334/240-9335
FAX 334/353-0124
CELL 256/626-2218
E-MAIL
John.Goff@forestry.alabama.gov

**NORTH CAROLINA FOREST
SERVICE**

GAIL BLEDSOE

1616 MAIL SERVICE CENTER
RALEIGH, NC 27699-1600
CELL 919/219-7917
FAX 919/857-4806
E-MAIL gail.bledsoe@ncagr.gov

**ARKANSAS DEPARTMENT OF
AGRICULTURE FORESTRY
DIVISION**

ROBERT MURPHY

#1 NATURAL RESOURCE DR.
LITTLE ROCK, AR 72205
CELL 870/723-8110
E-MAIL
Robert.d.murphy@agriculture.arkansas.gov

**OKLAHOMA DEPT. OF
AGRICULTURE
FORESTRY DIVISION**

ANDY JAMES

2800 NORTH LINCOLN BLVD
OKLAHOMA CITY, OK 73105
PHONE 405/823-6742
FAX 405/422-4583
E-MAIL andy.james@ag.ok.gov

FLORIDA FOREST SERVICE

JOHN RAULERSON

3125 CONNER BLVD
TALLAHASSEE, FL 32399-1650
PHONE 850/681-5919
CELL 850/228-7754
E-MAIL John.raulerson@fdacs.gov

**SOUTH CAROLINA FORESTRY
COMMISSION**

DARRYL JONES

P O BOX 21707
COLUMBIA, SC 29221-1707
PHONE 803/896-8817
CELL 803/667-1039
E-MAIL djones@forestry.state.sc.us

**GEORGIA FORESTRY
COMMISSION**

FRANK SORRELLS

5645 RIGGINS MILL RD.
MACON, GA 31202-0819
PHONE 478/751-3490
CELL 912/381-7503
FAX 478/751-3465
E-MAIL fsorrells@gfc.state.ga.us

**TENNESSEE DIVISION OF
FORESTRY**

WADE WATERS

P O BOX 40627, MELROSE STATION
NASHVILLE, TN 37204
PHONE 615/837-5425
CELL 615/761-7819
FAX 615/837-5129
E-MAIL wade.waters@tn.gov

**KENTUCKY DIVISION OF
FORESTRY**

MICHAEL FROELICH

300 SOWER BLVD.

FRANKFORT, KY 40601

PHONE 502/782-7159

CELL 502/682.4449

FAX 502/564-4245

E-MAIL michael.froelich@ky.gov

**LOUISIANA DEPT. OF
AGRICULTURE & FORESTRY
BRET LANE**

5825 FLORIDA BLVD.

SUITE 6000

BATON ROUGE, LA 70806

PHONE 225/925-4500

CELL 225-938-7735

FAX 225/922-1356

E-MAIL bret_l@ldaf.state.la.us OR
ForestProtection@ldaf.state.la.us

**MISSISSIPPI FORESTRY
COMMISSION**

RANDY GIACHELLI

3139 HWY. 468 WEST

PEARL, MS 39208

OFFICE 601/420-6001

FAX 601/420-6003

CELL 601/850-8912

E-MAIL

rgiachelli@mfc.state.ms.us

**TEXAS A&M FOREST SERVICE
WES MOOREHEAD**

200 TECHNOLOGY WAY, SUITE 1162

COLLEGE STATION, TX 77845

PHONE 979/458-7344

CELL 936/546-1642

E-MAIL wmoorehead@tfs.tamu.edu

**VIRGINIA DEPARTMENT OF
FORESTRY
JOHN MILLER**

900 NATURAL RESOURCES DRIVE,
SUITE 800

CHARLOTTESVILLE, VA 22903

PHONE 434/220-9023

CELL 434/962-3484

FAX 434/977-9839

E-MAIL john.miller@dof.virginia.gov

**WEST VIRGINIA DIVISION OF
FORESTRY**

JEREMY JONES

7 PLAYERS CUB DRIVE

CHARLESTON, WV 25311

PHONE 304/352-4877

FAX 304/558-0143

CELL 304/552-4221

E-MAIL jeremy.c.jones@wv.gov

**APPENDIX E
2023
INCIDENT BUSINESS CONTACTS DIRECTORY**

ALABAMA FORESTRY

COMMISSION

BALSIE BUTLER

513 MADISON AVE

MONTGOMERY, AL 36104

PHONE 334/322-0849

FAX 334/240-9346

E-MAIL

balsie.butler@forestry.alabama.gov

NORTH CAROLINA FOREST

SERVICE

CRAIG CLARKE

1616 MAIL SERVICE CENTER

RALEIGH, NC 27699-1600

PHONE 919/857-4820

FAX 919/857-4802

E-MAIL CRAIG.CLARKE@NCAGR.GOV

**ARKANSAS DEPARTMENT OF
AGRICULTURE FORESTRY
DIVISION**

ELZA ALBERT

#1 NATURAL RESOURCE DR.

LITTLE ROCK, AR 72205

PHONE 501/219-6347

E-MAIL

elza.albert@agriculture.arkansas.gov

**OKLAHOMA DEPT. OF
AGRICULTURE
FORESTRY DIVISION**

ASHLEY JOHNSON

2800 NORTH LINCOLN BLVD.

OKLAHOMA CITY, OK 73105

PHONE 405/522-6157

FAX 405/522-4583

E-MAIL Ashley.johnson@ag.ok.gov

FLORIDA FOREST SERVICE

LINDA PETERS

3125 CONNER BLVD

TALLAHASSEE, FL 32399-1650

PHONE 850/681-5829

FAX 850/681-5802

E-MAIL linda.peters@fdacs.gov

**SOUTH CAROLINA FORESTRY
COMMISSION**

CATHY NORDEEN

P O BOX 21707

COLUMBIA, SC 29221-1707

PHONE 803/896-8865

E-MAIL cnordeen@scfc.gov

GEORGIA FORESTRY

COMMISSION

MICHELE GRAY

5645 RIGGINS MILL RD.

MACON, GA 31202-0819

PHONE 478/751-3466

FAX 478/751-3465

E-MAIL mgray@gfc.state.ga.us

**TENNESSEE DIVISION OF
FORESTRY**

WADE WATERS

P O BOX 40627, MELROSE STATION

NASHVILLE, TN 37204

PHONE 615/837-5425

CELL 615/761-7819

FAX 615/837-5129

E-MAIL wade.waters@tn.gov

**KENTUCKY DIVISION OF
FORESTRY**

MICHAEL FROELICH

300 SOWER BLVD.

FRANKFORT, KY 40601

PHONE 502/782-7159

FAX 502/564-4245

E-MAIL Michael.Froelich@ky.gov

**TEXAS A&M FOREST SERVICE
KELLY REEVES**

P.O. 310

LUFKIN, TX 75902

PHONE 936/639-8183

CELL 936/676-6387

E-MAIL kreeves@tfs.tamu.edu

**LOUISIANA DEPT. OF
AGRICULTURE & FORESTRY
BRET LANE**

5825 FLORIDA BLVD.

SUITE 6000

BATON ROUGE, LA 70806

PHONE 225/938-7735

FAX 225/922-1356

E-MAIL bret_l@ldaf.state.la.us

**VIRGINIA DEPARTMENT OF
FORESTRY**

LAUREN SUMNER

900 NATURAL RESOURCES DRIVE

SUITE 800

CHARLOTTESVILLE, VA 22903

PHONE 434/220-9058

FAX 434/220-9155

E-MAIL lauren.sumner@dof.virginia.gov

**MISSISSIPPI FORESTRY
COMMISSION**

ROBIN LACKEY

3139 HWY. 468 WEST

PEARL, MS 39208

PHONE 601/359-2834

E-MAIL rlackey@mfc.ms.gov

**WEST VIRGINIA DIVISION OF
FORESTRY**

JEREMY JONES

7 PLAYERS CUB DRIVE

CHARLESTON, WV 25311

PHONE 304/352-4877

FAX 304/558-0143

CELL 304/552-4221

E-MAIL jeremy.c.jones@wv.gov

APPENDIX F
SHARED RESOURCES

To be sent to Compact Coordinator annually by January 1 (see page 100-178)

Note: These rates are for South Central and Southeastern Interstate Forest Fire Protection Compact resources for compact and national interagency incidents.

EQUIPMENT

NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	
Make:	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	
Rates: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Per Mile w/Receiving State Supplying Fuel: Per Mile w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost per Mile w/Receiving State supplying fuel: Transport Cost per Mile w/Sending State Supplying Fuel: Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

AIRCRAFT

Type:	
Make:	
Model:	
Special Equipment:	
Passenger Capacity (exclude pilot):	
Load Capacity or Retardant Gallons:	
Rate:: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	

PERSONNEL

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours
per Day**

Qualifications:	
Standard Rate of Pay:	
Overtime Rate:	
Per Diem Rate, if Food and Lodging are not Provided:	

**ALABAMA FORESTRY COMMISSION
EQUIPMENT**

2023 Rates

**NOTE: Receiving Units are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance**

Type:	Tractor Plow Unit/Dozier
Make:	John Deere 750 LGP (environmental cab)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Straight blade with six-way movement and rear mounted winch
Special Moving Requirements: (Oversized Load, etc.)	Semi-Truck/Tractor and Trailer “Oversized Load” (Permit Required)
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$110/hour minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$110/hour
Minimum Daily Charge Equipment:	Minimum 4 hours per day (\$440/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	50 miles/day (\$137.50/day)

**Alabama Forestry Commission
EQUIPMENT
2023 Rates**

Type:	Tractor Plow Unit/Dozier
Make:	Caterpillar D7
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Straight blade with four-way movement
Special Moving Requirements: (Oversized Load, etc.)	Semi-Truck/Tractor and Trailer “Oversized Load” (Permit Required)
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$160/hour minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$200/hour
Minimum Daily Charge Equipment:	Minimum 4 hours per day (\$800/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	50 miles/day (\$137.50/day)

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Type 4 Tractor Plow Unit
Make:	John Deere 650
Special Equipment:	Rear FESCO plow, 6-point front blade
Special Moving Requirements:	Low Boy trailer
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$100/hour, minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$100/hour
Minimum Daily Charge Equipment:	Minimum 4 hours per day (\$400/day)

Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge for Transport: NOTE: Operator Cost in Personnel Section.	50 miles/day (\$137.00/day)

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Type 4 Tractor Plow Unit
Make:	John Deere 550
Special Equipment:	Rear FESCO plow, 6-point front blade
Special Moving Requirements: (Oversized Load, etc.)	Type 2 Transport
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$90/hour, minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$90/hour
Minimum Daily Charge Equipment:	Minimum 5 hours per day (\$450/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge for Transport: NOTE: Operator Cost in Personnel Section.	50 miles/day (\$137.00/day)

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Type 5 Tractor Plow Unit
Make:	John Deere 450
Special Equipment:	Rear FESCO plow, 6-point front blade
Special Moving Requirements: (Oversized Load, etc.)	Type 2 Transport
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$80/hour, minus fuel used
Per Hour of Use w/Sending State Supplying Fuel:	\$80/ hour
Minimum Daily Charge Equipment:	Minimum 5 hours per day (\$400/day)
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge for Transport: NOTE: Operator Cost in Personnel Section.	50 miles/day (\$137.00/day)

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Transports
Make:	Type 2 and Low-Boys
Special Equipment:	
Special Moving Requirements:	
Rates: Per Mile w/Receiving State Supplying Fuel:	\$2.75/mile, minus fuel used
Per Mile w/Sending State Supplying Fuel:	\$2.75/mile
Minimum Daily Charge Equipment: NOTE: Operator Cost in Personnel Section.	50 miles/day (\$137.00/day)

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	ENGINE TYPE 6
Make:	FORD F-350
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	150 GALLON SLIP-ON UNIT, 2- man crew
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Mile w/Sending State Supplying Fuel:	\$1.00/per mile
Per Hour w/Sending State Supplying Fuel:	\$75.00/hour
Minimum Daily Charge Equipment:	\$400.00 per day
NOTE: List Operator Cost in Personnel Section.	Operator(s), foam, and their per diem are not included in equipment rate. See Personnel for operator rate. Charge per mile is used when traveling to and returning from the incident. Once on the incident the hourly rate applies with a minimum daily charge.

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Pick-ups
Make:	¾ ton and ½ ton
Special Equipment:	Tank and pump (100 gal)
Special Moving Requirements:	
Rates:	
Per Mile w/Receiving State Supplying Fuel:	\$1.00/mile, minus fuel used
Per Mile w/Sending State Supplying Fuel:	\$1.00/mile
Minimum Daily Charge Equipment: NOTE: Operator Cost in Personnel Section.	50 miles/day (\$ 50.00/day)

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Sedans and SUVs
Make:	
Special Equipment:	
Special Moving Requirements:	
Rates:	
Per Mile w/Receiving State Supplying Fuel:	\$1.00/mile, minus fuel used
Per Mile w/Sending State Supplying Fuel:	\$1.00/mile
Minimum Daily Charge Equipment: NOTE: Operator Cost in Personnel Section.	50 miles/day (\$ 50.00/day)

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Logistics Support Trailer
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	22 ft. – 39 ft. Travel Trailer - \$250 per day Trailer 40 ft. plus - \$800.00/day Cost of transport is dependent on the type of vehicle used. See Vehicle rates.
Transport Cost per Mile w/Receiving State supplying fuel:	See Pickups
Transport Cost per Mile w/Sending State Supplying Fuel:	See Pickups
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**ALABAMA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	All-Terrain Vehicles (4-Wheeler, UTV, etc.)
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4WD
Special Moving Requirements: (Oversized Load, etc.)	Trailer Provided
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$10.00/hour
Per Hour of Use w/Sending State Supplying Fuel:	\$10.00/hour
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$100/Day 10 hours/day
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**ALABAMA FORESTRY COMMISSION
PERSONNEL****2023 Rates**

NOTE: All Compact Personnel are guaranteed a minimum of eight hours per day

Qualifications:	Twenty-person crew. Firefighter Type 2 and Type 1 with Crew Bosses to NWCG standards and Arduous Level Pack Test.
Standard Rate of Pay:	Base pay (40 hours per week) plus benefits
Overtime Rate:	Time and a half, plus benefits
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**ALABAMA FORESTRY COMMISSION
PERSONNEL****2023 Rates**

Qualifications:	Equipment Operator and swamper, both Firefighter Type 2 to NWCG standards
Standard Rate of Pay:	Base pay (40 hours per week) plus benefits
Overtime Rate:	Time and a half, plus benefits
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**ALABAMA FORESTRY COMMISSION
PERSONNEL****2023 Rates**

Qualifications:	Single Resource Overhead positions, certified to NWCG standards.
Standard Rate of Pay:	Base pay (40 hours per week) plus benefits
Overtime Rate:	Time and a half, plus benefits
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**ALABAMA FORESTRY COMMISSION
PERSONNEL
2023 Rates**

Qualifications:	NWCG Qualified ICS position
Standard Rate of Pay:	Base pay (40 hours per week) plus benefits
Overtime Rate:	Time and a half, plus benefits
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**ALABAMA FORESTRY COMMISSION
PERSONNEL
2023 Rates**

NOTE: All Compact Personnel are guaranteed a minimum of eight hours per day

Qualifications:	Type 2 and Type 3 Incident Management Teams (Wildfire and All Hazard)
Standard Rate of Pay:	Base pay (40 hours per week) plus benefits
Overtime Rate:	Time and a half, plus benefits
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY
DIVISION
EQUIPMENT
2023 Rates**

**NOTE: Receiving Units are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance**

Type:	Tractor w/plow or winch
Make:	JD450//CAT/D-4
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	LGP or LT and/or some with articulating v-blade
Special Moving Requirements: (Oversized Load, etc.)	Transports, Tandem axel
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$85.00/Hr. Minimum 4 hrs./day (\$340.00)
Transport Cost per Mile w/Receiving State supplying fuel: NOTE: List Operator Cost in Personnel Section.	\$1.50/Mile Minimum \$75.00/day

ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY
DIVISION
EQUIPMENT

NOTE: Receiving Units are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance
2023 Rates

Type:	Tractor w/plow or winch
Make:	JD 550/650/Cat D5
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	LGP/XLT
Special Moving Requirements: (Oversized Load, etc.)	Transport tandem axle
Rates: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Per Mile w/Receiving State Supplying Fuel: Per Mile w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost per Mile w/Receiving State supplying fuel: Transport Cost per Mile w/Sending State Supplying Fuel: Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	\$90.00/Hr. Minimum 4 hrs./day Minimum 4 hrs./day (\$360.00) \$1.50/mile tandem axle transport or \$2.50/mile truck tractor with lowboy Minimum \$75.00/day

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY
DIVISION
EQUIPMENT
2023 Rates**

Type: Pick-up trucks, ½ -3/4 ton. SUV	Pickups, SUVs and Vans
Make: various	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	100 Gallon Tank with Pump
Special Moving Requirements: (Oversized Load, etc.)	none
Rates: Per Mile w/Receiving State Supplying Fuel: NOTE: List Operator Cost in Personnel Section.	\$.75/mile Minimum \$60.00

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY
DIVISION
AIRCRAFT
2023 Rates**

Type:	Fixed wing
Make:	Aero Commander
Model:	AC-500-B
Special Equipment:	GPS/Programmable Technisonic
Passenger Capacity (exclude pilot):	5
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	\$300/hr. \$300/hr. 2.00 Hrs./day (\$600)

ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY
DIVISION
AIRCRAFT
2023 Rates

Type:	Fixed Wing
Make:	Cessna
Model:	P206
Special Equipment:	GPS/Programmable Technisonic
Passenger Capacity (exclude pilot):	5
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	 \$200.00/hr. 2.00 Hrs./day (\$400.00)

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY
DIVISION
AIRCRAFT
2023 Rates**

Type:	Fixed Wing
Make:	Cessna
Model:	182
Special Equipment:	GPS/Programmable Technisonic
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	\$120.00/hr. 2.00 Hrs./day (\$240.00)

**ARKANSAS DEPARTMENT OF AGRICULTURE FORESTRY
DIVISION
PERSONNEL**

**NOTE: All Compact Personnel are guaranteed a minimum of eight hours
per day**

2023 Rates

Qualifications:	Variable
Standard Rate of Pay:	Actual costs
Overtime Rate:	1.5 hrs. over 40 hrs.
Per Diem Rate, if Food and Lodging are not Provided:	Actual expenses

FLORIDA FOREST SERVICE
EQUIPMENT

**NOTE: Receiving Units are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance
2023 Rates**

Type:	Dozer/tractor plow units							
Make:	Various							
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	LGP, 2-disc, straight or v-blade							
Special Moving Requirements: (Oversized Load, etc.)	Requires hauling unit for road transport. Type 1 requires oversize load permit.							
Rates:	N/A							
Per Hour of Use w/Receiving State Supplying Fuel:	<table><tr><th>Type 1</th><th>Type 2</th></tr><tr><td>.</td><td>\$124.00/hr</td></tr></table>		Type 1	Type 2	.	\$124.00/hr		
Type 1	Type 2							
.	\$124.00/hr							
Per Hour of Use w/Sending State Supplying Fuel:	<table><tr><td>.</td><td>.</td></tr></table>		.	.				
.	.							
Per Mile w/Receiving State Supplying Fuel:	<table><tr><th>Type 3</th><th>Type 4</th></tr><tr><td>\$108.00/hr</td><td>\$96.00/hr.</td></tr><tr><td>.</td><td>.</td></tr></table>		Type 3	Type 4	\$108.00/hr	\$96.00/hr.	.	.
Type 3	Type 4							
\$108.00/hr	\$96.00/hr.							
.	.							
Per Mile w/Sending State Supplying Fuel:	N/A							
Minimum Daily Charge Equipment:	N/A							
Transport Cost per Mile w/Receiving State supplying fuel:	Equipment is charged for the operational period except when in travel status to and from the receiving state, and then it is based on the hours of actual travel time while being transported.							
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A							
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	See transport rates.							

**FLORIDA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Transports
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$57.00/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	Equipment is charged for the operational period except when in travel status to and from the receiving state, and then is based on the hours of actual travel time.
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

FLORIDA FOREST SERVICE
EQUIPMENT
2023 Rates

Type:	Trailers (1 operator)								
Make:	Various								
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A								
Special Moving Requirements: (Oversized Load, etc.)	Requires hauling unit for road transport.								
Rates:									
Per Hour of Use w/Receiving State Supplying Fuel:	N/A								
Per Hour of Use w/Sending State Supplying Fuel:	<table><tr><td>Logistics</td><td>Refrigerated</td><td>Ground Support w/ office</td></tr><tr><td>\$200.00/daily</td><td>\$303.00/daily</td><td>\$330.00/daily</td></tr></table>			Logistics	Refrigerated	Ground Support w/ office	\$200.00/daily	\$303.00/daily	\$330.00/daily
Logistics	Refrigerated	Ground Support w/ office							
\$200.00/daily	\$303.00/daily	\$330.00/daily							
Per Mile w/Receiving State Supplying Fuel:	N/A								
Per Mile w/Sending State Supplying Fuel:	N/A								
Minimum Daily Charge Equipment:	N/A								
Transport Cost per Mile w/Receiving State supplying fuel:	N/A								
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A								
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	The cost of the transport is included with the daily rate.								

**FLORIDA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Engines (2 operators)	
Make:	Various	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Foam proportioned/aux. motor/pump	
Special Moving Requirements: (Oversized Load, etc.)	N/A	
Rates:	N/A	
Per Hour of Use w/Receiving State Supplying Fuel:		
	Type 3	Type 6
Per Hour of Use w/Sending State Supplying Fuel:	\$55.00/hr.	\$48.00/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A	
Per Mile w/Sending State Supplying Fuel:	N/A	
Minimum Daily Charge Equipment:	Equipment is charged for the operational period except when in travel status to and from the receiving state, and then it is based on the hours of actual travel time.	
Transport Cost per Mile w/Receiving State supplying fuel:	N/A	
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A	

**FLORIDA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Passenger Vehicles
Make:	Various (vans, mechanic truck, sedan, pickups)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$17.00/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	Equipment is charged for the operational period except when in travel status to and from the receiving state, and then is based on the hours of actual travel time.
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**FLORIDA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Command Trailers								
Make:	Various								
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Auxiliary Power – Generator Set Type 1 – 53` - Type 2- varies 30`-35`, Type 3 - <30'								
Special Moving Requirements: (Oversized Load, etc.)	Heavy Duty Vehicle required for towing.								
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	N/A								
Per Hour of Use w/Sending State Supplying Fuel:	<table><tr><td>Type 1</td><td>Type 2</td><td>Type 3</td></tr><tr><td>\$800 daily</td><td>\$550 daily</td><td>\$330.00 daily</td></tr></table>			Type 1	Type 2	Type 3	\$800 daily	\$550 daily	\$330.00 daily
Type 1	Type 2	Type 3							
\$800 daily	\$550 daily	\$330.00 daily							
Per Mile w/Receiving State Supplying Fuel:	N/A								
Per Mile w/Sending State Supplying Fuel:	N/A								
Minimum Daily Charge Equipment:	See above rates.								
Transport Cost per Mile w/Receiving State supplying fuel:	N/A								
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A								
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	The cost of the transport is included with the daily rate.								

FLORIDA FOREST SERVICE
EQUIPMENT
2023 Rates

Type:	Mowers (2 operators)					
Make:	Various					
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A					
Special Moving Requirements: (Oversized Load, etc.)	Requires hauling unit for road transport.					
Rates:						
Per Hour of Use w/Receiving State Supplying Fuel:	N/A					
Per Hour of Use w/Sending State Supplying Fuel:	<table><tr><td>Gryo-Track Cutting width > 72”</td><td>Posi-Track/ John Deere Cutting width ,72”</td></tr><tr><td>\$143.00/hr.</td><td>\$88.00/hr.</td></tr></table>		Gryo-Track Cutting width > 72”	Posi-Track/ John Deere Cutting width ,72”	\$143.00/hr.	\$88.00/hr.
Gryo-Track Cutting width > 72”	Posi-Track/ John Deere Cutting width ,72”					
\$143.00/hr.	\$88.00/hr.					
Per Mile w/Receiving State Supplying Fuel:	N/A					
Per Mile w/Sending State Supplying Fuel:	N/A					
Minimum Daily Charge Equipment:	Equipment is charged for the operational period except when in travel status to and from the receiving state, and then it is based on the hours of actual travel time.					
Transport Cost per Mile w/Receiving State supplying fuel:	N/A					
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A					
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	See transport rate.					

**FLORIDA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Portable Pumps
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Hose and appliances included.
Special Moving Requirements: (Oversized Load, etc.)	Requires vehicle to transport unit to site.
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$20.00/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$143.00
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	
	N/A

**FLORIDA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Tents
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Incident Tents includes generator.
Special Moving Requirements: (Oversized Load, etc.)	Requires vehicle to transport unit to site.
Rate: Daily	\$200 Daily

**FLORIDA FOREST SERVICE
AIRCRAFT
2023 Rates**

Type:	Patrol Aircraft (1 pilot)
Make:	Piper, Cessna
Model:	Archer II, 182
Special Equipment:	GPS/Air Attack Communication
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
ate: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	 \$110.00/hr. Four hours of flight time

**FLORIDA FOREST SERVICE
AIRCRAFT
2023 Rates**

Type:	Light Twin (2 pilots)
Make:	Piper
Model:	Navajo
Special Equipment:	GPS/Air Attack Communication
Passenger Capacity (exclude pilot):	5
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	 \$605/hr. Three hours of flight time.

FLORIDA FOREST SERVICE
AIRCRAFT
2023 Rates

Type:	Helicopter Type 2 (1 Pilot)
Make:	Bell
Model:	UHI (Super Huey), 209
Special Equipment:	Bambi Bucket
Passenger Capacity (exclude pilot):	None
Load Capacity or Retardant Gallons:	300 gallons
Rate::	
Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	\$900.00/hr. (plus actual fuel cost)*
Helicopter Tender (Helicopter support vehicle, mechanic & fuel trailer)	\$57.00/hr.
Helicopter tender is required when helicopter is dispatched.	
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	Helicopter – three hours of flight time Tender – three hours

**FLORIDA FOREST SERVICE
AIRCRAFT
2023 Rates**

Type:	Helicopter Type 3 (1 Pilot)
Make:	Leonardo
Model:	AW119Kx
Special Equipment:	Bambi Bucket
Passenger Capacity (exclude pilot):	None
Load Capacity or Retardant Gallons:	180 gallons
Rate: Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	\$875.00/hr. (plus actual fuel cost)
Helicopter Tender (Helicopter support vehicle & fuel trailer)	\$57.00/hr.
Helicopter tender is required when helicopter is dispatched.	
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	Helicopter – three hours of flight time Tender – three hours

**FLORIDA FOREST SERVICE
AIRCRAFT
2023 Rates**

Type:	Helicopter Type 3 (1 Pilot)
Make:	Bell
Model:	OH-58
Special Equipment:	Bambi Bucket
Passenger Capacity (exclude pilot):	None
Load Capacity or Retardant Gallons:	100 gallons
Rate: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Helicopter Tender (Helicopter support vehicle, mechanic & fuel trailer) Helicopter tender is required when helicopter is dispatched. Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section.	 \$350.00/hr. (plus actual fuel cost)* \$57.00/hr. Helicopter – three hours of flight time Tender – three hours

**FLORIDA FOREST SERVICE
PERSONNEL
2023 Rates**

**NOTE: All Compact Personnel are guaranteed a minimum of eight hours
per day**

Qualifications:	(4) ICS Team Type 1, various qualified ICS positions
Standard Rate of Pay:	* Salary and Benefits – Varies by individual
Overtime Rate:	Varies by Individual
Per Diem Rate, if Food and Lodging are not Provided:	State of Florida per/diem and meals rate per statute.

**GEORGIA FORESTRY COMMISSION
EQUIPMENT**

2023 Rates

**NOTE: Receiving Units are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance**

Type:	Type I Tractor Plow
Make:	JD1050J
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Winch, KG blade, wheeled fire plow, straight blade
Special Moving Requirements: (Oversized Load, etc.)	Oversize Load – Requires escort and permitting for out of state travel
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$260 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$260 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	4 Hr. daily
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Type II Tractor Plow
Make:	JD850; CAT D6N; CAT D7; Dresser TD-15
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Fire Plow (wheeled type), Winch – V-blade and straight blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$205 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$205 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	4 Hr. daily
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Type III Tractor Plow
Make:	JD700; JD750; CAT D4E; CAT D4H; CAT D5K; CAT D5N, CAT D6K; CASE 1150
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Fire Plow (wheeled type), Winch Straight or V-blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$180 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$180 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	4 Hr. daily
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Type IV Tractor Plow
Make:	JD400; JD450; JD650; CAT D3C; CAT D4C; Case 750; Case 850; Dresser TD8
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Fire Plow (lift or wheeled type), Winch, straight blade or V-blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$150 per hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$150 per hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	4 Hr. daily
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Transport (double-axle drive on bed)
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$2.00 per Mile – less actual fuel cost
Per Mile w/Sending State Supplying Fuel:	\$2.25 per Mile
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Truck Tractor
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	May require Permit
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$2.50 per Mile – less actual fuel cost
Per Mile w/Sending State Supplying Fuel:	\$2.75 per Mile
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FOESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Engine Type VI or VII (4x4)
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Pump-tank 150-300 gallons, Foam, Winch, 2-man crew (ENGB + ENOP)
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$75 per Hour of pump use – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$75 per Hour of pump use
Per Mile w/Receiving State Supplying Fuel:	\$.80 per Mile – less actual fuel cost
Per Mile w/Sending State Supplying Fuel:	\$.90 per Mile
Minimum Daily Charge Equipment:	4 Hr. daily
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Pickup (4800-5900 GVWR)
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None (Pump & Water available but not used) Transportation only
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
	N/A
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$.75 per Mile – less actual fuel cost
	\$.85 per Mile
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	
	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	
	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Sedan (full, compact), Station Wagon, Pickup (compact/mid-size), Van (5-9 pass)
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$.60 per Mile – less actual fuel cost.
Per Mile w/Sending State Supplying Fuel:	\$.70 per Mile
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Van (15 pass)
Make:	Any
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$.75 per Mile – less actual fuel cost
Per Mile w/Sending State Supplying Fuel:	\$.85 per Mile
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	\$100 per day
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Maintenance Truck (aircraft)
Make:	Ford F-350
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	600 Gallon Fuel trailer, maintenance person
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$150 per hour
Per Hour of Use w/Sending State Supplying Fuel:	\$150 per hour
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	\$600 per Day
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Forklift
Make:	18,000 to 50,000 lbs.
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Operator
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$40 per Hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$50 per Hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	See Truck Tractor
Transport Cost per Mile w/Sending State Supplying Fuel:	See Truck Tractor
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Forklift
Make:	18,000 max.
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Operator
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$25 per Hr. – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$35 per Hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport
Transport Cost per Mile w/Sending State Supplying Fuel:	See Transport
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Logistics Support Trailer
Make:	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	22 ft. – 30 ft. Travel Trailer
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$250 per Day
Transport Cost per Mile w/Receiving State supplying fuel:	See Maintenance Truck
Transport Cost per Mile w/Sending State Supplying Fuel:	See Maintenance Truck
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Mobile Command Trailer
Make:	IDS
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Breakaway Generator
Special Moving Requirements: (Oversized Load, etc.)	Truck Tractor
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$800 per day
Transport Cost per Mile w/Receiving State supplying fuel:	See Truck Tractor
Transport Cost per Mile w/Sending State Supplying Fuel:	See Truck Tractor
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Portable Pump
Make:	Mark III
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$10 per Hour of pump use – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$10 per Hour of pump use
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$35 per Day
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Portable Pump
Make:	6" irrigation
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$40 per Hour of pump use – less actual fuel cost
Per Hour of Use w/Sending State Supplying Fuel:	\$50 per Hour of pump use
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$350 per Day
Transport Cost per Mile w/Receiving State supplying fuel:	See Pickup (4800-5900 GVWR)
Transport Cost per Mile w/Sending State Supplying Fuel:	See Pickup (4800-5900 GVWR)
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Portable Retardant Mixing Tank (500gals)
Make:	Various Makes and Models
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Requires approved retardant and water supply. All fill hoses provided by sending state.
Special Moving Requirements: (Oversized Load, etc.)	Requires minimum of ¾ ton pick to transport.
Rates: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Per Mile w/Receiving State Supplying Fuel: Per Mile w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost per Mile w/Receiving State supplying fuel: Transport Cost per Mile w/Sending State Supplying Fuel: Minimum Daily Charge for Transport:	\$250 per day or partial day Receiving state responsible to provide approved retardant and on-site water supply. \$250 per day minimum Rates above do not include personnel/operator cost nor tow vehicle. See personnel section for operator cost and vehicle section for transportation cost.

**GEORGIA FORESTRY COMMISSION
EQUIPMENT**

2023 Rates

NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	ATV/UTV
Make:	Various Make and Models
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Burn fuel tank and water tank with supporting apparatus available.
Special Moving Requirements: (Oversized Load, etc.)	Requires utility trailer for transport
Rates: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Per Mile w/Receiving State Supplying Fuel: Per Mile w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost per Mile w/Receiving State supplying fuel: Transport Cost per Mile w/Sending State Supplying Fuel: Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	<p>\$25 per hour of actual operating time based on make and model.</p> <p>4 hours per day minimum. ATV/UTV charged the greater of the following:</p> <ol style="list-style-type: none"> 1. Actual hours used. OR 2. Minimum rate per day. <p>Rates above do not include personnel/operator cost. See personnel section for operator cost.</p>

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

**NOTE: Receiving Units are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance**

Type:	Chainsaw
Make:	Various Makes and Models
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	
Rates: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Per Mile w/Receiving State Supplying Fuel: Per Mile w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost per Mile w/Receiving State supplying fuel: Transport Cost per Mile w/Sending State Supplying Fuel: Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	<p>\$1.50 to \$3.45 per hour of actual operating time based on chainsaw bar length.</p> <p>4 hours per day minimum. Chainsaw use will be charged the greater of the following:</p> <p>2. Actual hours used. OR 2. Minimum rate per day.</p> <p>Rates above do not include personnel/operator cost. See personnel section for operator cost.</p>

**GEORGIA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	General Purpose Tents
Make:	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	12 x 12 Canopy 19 X 35 ICS Command Shelter – Requires set up crew (3 person)
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$50 per Day (Canopy)/ \$150 per Day (Command Shelter)
Transport Cost per Mile w/Receiving State supplying fuel:	See Pickup (4800-5900 GVWR)
Transport Cost per Mile w/Sending State Supplying Fuel:	See Pickup (4800-5900 GVWR)
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**GEORGIA FORESTRY COMMISSION
AIRCRAFT
2023 Rates**

Type:	Helicopter
Make:	Bell 407
Model:	
Special Equipment:	W/ Water Bucket
Passenger Capacity (exclude pilot):	5
Load Capacity or Retardant Gallons:	210 Gallons
Rate: Per Hour of Use w/Receiving State Supplying Fuel:	\$1,250 per hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$600 per hr. + Actual Fuel Cost
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	4 Hr. Minimum

**GEORGIA FORESTRY COMMISSION
AIRCRAFT
2023 Rates**

Type:	Airplane
Make:	Cessna 182
Model:	
Special Equipment:	
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	
Rate: Per Hour of Use w/Receiving State Supplying Fuel:	\$250 per hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$250 per hr. + Actual Fuel Cost
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	4 Hr. Minimum

**GEORGIA FORESTRY COMMISSION
AIRCRAFT
2023 Rates**

Type:	Single Engine Air Tanker (SEAT)
Make:	Thrush
Model:	510G Switchback
Special Equipment:	
Passenger Capacity (exclude pilot):	0
Load Capacity or Retardant Gallons:	500 gallons
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$650 per hr. actual flight time
Per Hour of Use w/Sending State Supplying Fuel:	\$650 per hr. plus actual fuel cost
Minimum Daily Charge:	4 hours per day minimum. Aircraft will be charged the greater of the following:
NOTE: List Operator Cost in Personnel Section:	1. Actual hours used. OR 2. Minimum rate per day.

**GEORGIA FORESTRY COMMISSION
PERSONNEL
2023 Rates**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours
per Day**

Qualifications:	NWCG Qualified ICS position
Standard Rate of Pay:	Employee salary Rate
Overtime Rate:	1.5 times pay over 40 hrs. a week
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**GEORGIA FORESTRY COMMISSION
PERSONNEL**

2023 Rates

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours
per Day**

Qualifications:	Transportation Drivers, Mechanics, non-ICS positions, Fixed-wing, and Rotor-wing Pilots
Standard Rate of Pay:	Employee salary Rate
Overtime Rate:	1.5 times pay over 40 hrs. a week
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

**GEORGIA FORESTRY COMMISSION
PERSONNEL**

2023 Rates

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours
per Day**

Qualifications:	Georgia State Qualified: Equipment Operator, Engine Crew, Hand Crew, and Pilots
Standard Rate of Pay:	Employee salary Rate
Overtime Rate:	1.5 times pay over 40 hrs. a week
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

KENTUCKY DIVISION OF FORESTRY
EQUIPMENT

2023 Rates

NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Tractor/Plow Unit (Type IV)
Make:	JD-650 (105 HP/LT) Environmental Cab
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Rear Lift Type Fesco Plow, straight blade with six-way movement or rear mounted winch.
Special Moving Requirements: (Oversized Load, etc.)	Truck Transport Required
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$100/hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$100/hr. plus actual fuel cost
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operator works, the operational period, or the minimum daily charge, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time. Minimum: \$500/day
Transport Cost per Mile w/Receiving State supplying fuel:	\$2.50/mi.
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.50/mi
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	Minimum: (\$100/day)

KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2023 Rates

NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Dozer Unit (Type III)
Make:	JD-650 (105 HP/LT) Environmental Cab
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Blade with six-way movement and rear mounted winch.
Special Moving Requirements: (Oversized Load, etc.)	Truck Transport Required
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$100/hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$100/hr. plus actual fuel cost
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operator works, the operational period, or the minimum daily charge, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time. Minimum: \$500/day
Transport Cost per Mile w/Receiving State supplying fuel:	\$2.50/mi.
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.50/mi
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	Minimum: (\$100/day)

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT**

2023 Rates

**NOTE: Receiving Units are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance**

Type:	Dozer Unit (Type V)
Make:	JD-550 (95 HP/LT) Environmental Cab
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Blade with six-way movement and rear mounted winch.
Special Moving Requirements: (Oversized Load, etc.)	Truck Transport Required
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$85/hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$85/hr. plus actual fuel cost
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operator works, the operational period, or the minimum daily charge, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time. Minimum: \$425/day
Transport Cost per Mile w/Receiving State supplying fuel:	\$2.50/mi.
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.50/mi
Minimum Daily Charge for Transport:	None
NOTE: List Operator Cost in Personnel Section.	Minimum: (\$100/day)

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

**NOTE: Receiving Units are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance**

Type:	Tractor/Plow Unit (Type V)
Make:	JD-450 (85HP/LT)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Rear Lift Plow
Special Moving Requirements: (Oversized Load, etc.)	Truck Transport Required
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$75/hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$75/hr. plus actual fuel cost
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operator works, the operational period, or the minimum daily charge, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time. Minimum: \$375/day
Transport Cost per Mile w/Receiving State supplying fuel:	\$2.50/mi.
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.50/mi
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	Minimum: (\$100/day)

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Type VI Engine (75)
Make:	Mallory
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4x4 with Foam, 200 gal. tank
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$45/hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$45/hr. plus actual fuel cost
Per Mile w/Receiving State Supplying Fuel:	\$1.00/mi.
Per Mile w/Sending State Supplying Fuel:	\$1.00/mi. plus actual fuel cost
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operators work, the operational period, or the minimum daily charge, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time. Minimum: \$360/day
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Pickups
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4x4
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$1.00/mi.
Per Mile w/Sending State Supplying Fuel:	\$1.00/mi. plus actual fuel cost
Minimum Daily Charge Equipment:	Minimum: \$80/day
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	SUV/Van
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$1.00/mi.
Per Mile w/Sending State Supplying Fuel:	\$1.00/mi. plus actual fuel cost
Minimum Daily Charge Equipment:	Minimum: \$80/day
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Helicopter Buckets
Make:	Bambi (7 – 660 gallon buckets)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Foam Sack
Special Moving Requirements: (Oversized Load, etc.)	Receiving state pays shipping charges.
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	No charge. Receiving state responsible for any needed repairs or replacements after use.
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT**

2023 Rates

NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	UTV/ATV
Make:	Honda, Polaris
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Utility trailers
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	Minimum for UTV/ATV: \$60/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	Minimum for trailer: \$60/day
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**KENTUCKY DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Box Trucks
Make:	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	24 ft. Box Trucks
Special Moving Requirements: (Oversized Load, etc.)	Class B CDL
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$40/hour
Per Hour of Use w/Sending State Supplying Fuel:	\$40/hour
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operators work, the operational period, or the minimum daily charge, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time. Minimum: \$320/day
Transport Cost per Mile w/Receiving State supplying fuel:	\$2.50/mi
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.50/mi N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**KENTUCKY DIVISION OF FORESTRY
PERSONNEL**

2023 Rates

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours
per Day**

Qualifications:	Various Individual Overhead
Standard Rate of Pay:	Varies with Individual Positions
Overtime Rate:	Actual Cost of each person’s salary & benefits
Per Diem Rate, if Food and Lodging are not Provided:	\$36/day (unless a high-rate area) + Actual Lodging Costs.

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

**NOTE: Receiving Units are responsible for repairing damaged equipment
and, sending States are responsible for routine maintenance**

Type:	Tractor Plow Unit / Dozer
Make:	John Deere 750 LGP (environmental cab)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Lift Type Fesco Plow, straight blade with six-way movement and rear mounted winch. Two-way programmable radio
Special Moving Requirements: (Oversized Load, etc.)	Semi-Tractor Truck and Trailer “Oversized Load”
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$100/hour
Per Hour of Use w/Sending State Supplying Fuel:	\$100/hour + fuel costs
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	Five Hours Per Day (Dozer only)
Transport Cost per Mile w/Receiving State supplying fuel:	Semi-Tractor Truck and Trailer Required @ \$3.00/mile.
Transport Cost per Mile w/Sending State Supplying Fuel:	\$3.00/mile + fuel
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A with Dozer attached

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Tractor Plow Unit / Dozer
Make:	JohnDeere650J-LGP/650H-LGP (environmental cab)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Lift Type Plow with V-blade or straight blade with six-way movement (winch available upon request) Two-way programmable radio
Special Moving Requirements: (Oversized Load, etc.)	Mack GU813 transport required “Oversized Load”
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$90/hour
Per Hour of Use w/Sending State Supplying Fuel:	\$90/hr. + fuel
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	Five Hours Per Day (Dozer only)
Transport Cost per Mile w/Receiving State supplying fuel:	Truck (Mack GU813) Required @ \$2.50/mile.
Transport Cost per Mile w/Sending State Supplying Fuel:	\$2.50/mile + fuel
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A with Dozer attached

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Semi-Tractor Truck with Trailer
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Two-way programmable radio, hand tools
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$3.00 per mile
Per Mile w/Sending State Supplying Fuel:	\$3.00/mile + fuel
Minimum Daily Charge Equipment:	Greater of \$300/day or total mileage cost
Transport Cost per Mile w/Receiving State supplying fuel:	\$3.00 per mile
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	Greater of \$300/day or total mileage cost
NOTE: List Operator Cost in Personnel Section.	

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Transport Diesel (Tandem Axle)
Make:	Mack GU813 (Transport Only)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Two-way programmable radio, hand tools
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$2.50 per mile
Per Mile w/Sending State Supplying Fuel:	\$2.50/mile + fuel
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	Greater of \$250/day or total mileage cost
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	Greater of \$250/day or total mileage cost

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Type V or VI Engines
Make:	GMC 5500 or Ford F-350
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	400 gal. tank or 200 gal. tank Two-way programmable radio
Special Moving Requirements: (Oversized Load, etc.)	
Rates: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Per Mile w/Receiving State Supplying Fuel: Per Mile w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost per Mile w/Receiving State supplying fuel: Transport Cost per Mile w/Sending State Supplying Fuel: Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	 \$40.00/hr. \$40.00/hr. + fuel Equipment is charged for the operational period Equipment is charged for the operational period

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Passenger Vehicles
Make:	Sedan; Pickup Truck; Sport Utility Vehicle; Van
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$.75 per mile
Per Mile w/Sending State Supplying Fuel:	.75/mile + fuel
Minimum Daily Charge Equipment:	Greater of \$75 per day or total mileage cost
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Refrigerated Trailer
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	
Special Moving Requirements: (Oversized Load, etc.)	Semi-Tractor Truck
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$275 per day with receiving state supplying fuel
Transport Cost per Mile w/Receiving State supplying fuel:	Semi-Tractor Truck required @ \$3.00 per mile
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**LOUISIANA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Miscellaneous Equipment	
Make:	Various	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A	
Special Moving Requirements: (Oversized Load, etc.)	Requires vehicle or hauling unit for transportation to site.	
Rates:		
Per Hour of Use w/Receiving State Supplying Fuel:	N/A	
	N/A	
Per Hour of Use w/Sending State Supplying Fuel:	N/A	
Per Mile w/Receiving State Supplying Fuel:	N/A	
Per Mile w/Sending State Supplying Fuel:	N/A	
Minimum Daily Charge Equipment w/Receiving State supplying fuel:	ATV	\$100.00/day
	UTV	\$200.00/day
	N/A	
Transport Cost per Mile w/Receiving State supplying fuel:	N/A	
Transport Cost per Mile w/Sending State Supplying Fuel:		
Minimum Daily Charge for Transport:	N/A	
NOTE: List Operator Cost in Personnel Section.		

**LOUISIANA DEPARTMENT OF FORESTRY
AIRCRAFT
2023 Rates**

Type:	Detection Aircraft
Make:	Cessna 182T
Model:	2003
Special Equipment:	Two-way programmable radio, dual GPS
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Receiving State Supplying Fuel:	\$190/hr.
Per Hour of Use w/Sending State Supplying Fuel:	190/hr. + fuel
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	Five hours per day

**LOUISIANA DEPARTMENT OF FORESTRY
PERSONNEL
2023 Rates**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours
per Day**

Qualifications:	Two Person Tractor Plow/Dozer Unit
Standard Rate of Pay:	Actual Cost of each person's salary & benefits plus 25% x hourly pay when hazardous.
Overtime Rate:	1.5 x employee salary over 40 hours/week
Per Diem Rate, if Food and Lodging are not Provided:	Actual Expense of lodging and LA state per diem rate for food

**LOUISIANA DEPARTMENT OF FORESTRY
PERSONNEL****2023 Rates**

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Two or Three Person Engine Unit
Standard Rate of Pay:	Actual Cost of each person's salary & benefits plus 25% x hourly pay when hazardous.
Overtime Rate:	1.5 x employee salary over 40 hours/week
Per Diem Rate, if Food and Lodging are not Provided:	Actual Expense of lodging and LA state per diem rate for food

**LOUISIANA DEPARTMENT OF FORESTRY
PERSONNEL****2023 Rates**

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Truck / Vehicle Operator
Standard Rate of Pay:	Actual Cost of each person's salary & benefits plus 25% x hourly pay when hazardous.
Overtime Rate:	1.5 x employee salary over 40 hours/week
Per Diem Rate, if Food and Lodging are not Provided:	Actual Expense of lodging and LA state per diem rate for food

**LOUISIANA DEPARTMENT OF FORESTRY
PERSONNEL****2023 Rates**

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	20 Person Crew (NWCG qualified and pack tested).
Standard Rate of Pay:	Actual cost of employee's salary & benefits plus 25% x hourly pay when hazardous.
Overtime Rate:	1.5 x employee salary over 40 hours/week
Per Diem Rate, if Food and Lodging are not Provided:	Actual Expense of lodging and LA state per diem rate for food

**LOUISIANA DEPARTMENT OF FORESTRY
PERSONNEL**

2023 Rates

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours
per Day**

Qualifications:	Pilot
Standard Rate of Pay:	Actual Cost of each person’s salary & benefits
Overtime Rate:	1.5 x employee salary over 40 hours/week
Per Diem Rate, if Food and Lodging are not Provided:	Actual Expense of lodging and LA state per diem rate for food

MISSISSIPPI FORESTRY COMMISSION
EQUIPMENT

2023 Rates

NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	DOZER
Make:	CAT D5N LGP
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	BLADE & WINCH
Special Moving Requirements: (Oversized Load, etc.)	OTR – TRACTOR/LOWBOY
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$120/HR.
Per Hour of Use w/Sending State Supplying Fuel:	Receiving state refunds fuel cost if not supplied
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	\$480
Transport Cost per Mile w/Receiving State supplying fuel:	\$5/MILE
Transport Cost per Mile w/Sending State Supplying Fuel:	Receiving state refunds fuel cost if not supplied
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**MISSISSIPPI FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	TRACTOR/PLOW
Make:	CAT D5G, D5K LGP, JD650K
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	BLADE/PLOW
Special Moving Requirements: (Oversized Load, etc.)	TANDEM TRANSPORT
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$100/HR.
Per Hour of Use w/Sending State Supplying Fuel:	Receiving state refunds fuel cost if not supplied
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	\$400
Transport Cost per Mile w/Receiving State supplying fuel:	\$3.50/MILE
Transport Cost per Mile w/Sending State Supplying Fuel:	Receiving state refunds fuel cost if not supplied
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**MISSISSIPPI FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	TRACTOR/PLOW
Make:	JD450G, 450H LGP
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	BLADE/PLOW
Special Moving Requirements: (Oversized Load, etc.)	TANDEM TRANSPORT
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$80/HR.
Per Hour of Use w/Sending State Supplying Fuel:	Receiving state refunds fuel cost if not supplied
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	\$320
Transport Cost per Mile w/Receiving State supplying fuel:	\$3.50/MILE
Transport Cost per Mile w/Sending State Supplying Fuel:	Receiving state refunds fuel cost if not supplied
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

2023 Rates

Type:	Passenger Vehicle
Make:	Varies
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Pickup truck, SUV, Van,
Special Moving Requirements: (Oversized Load, etc.)	
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$.65/mile
Per Mile w/Sending State Supplying Fuel:	Receiving state refunds fuel cost if not supplied
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

**MISSISSIPPI FORESTRY COMMISSION
PERSONNEL****2023 Rates**

**NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours
per Day**

Qualifications:	VARIES
Standard Rate of Pay:	ACTUAL HOURLY RATE PLUS FRINGE
Overtime Rate:	1.5 HOURLY OVER 40
Per Diem Rate, if Food and Lodging are not Provided:	SINGLE RESOURCES STATE PER DIEM RATES FOR MEAL PLUS ACTUAL LODGING COST. STRIKE TEAMS ACTUAL COST.

NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates

NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	Tractor Plow Units	
Make:	Various	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A	
Special Moving Requirements: (Oversized Load, etc.)	Requires Hauling Unit for road transport.	
Rates:		
Per Hour of Use w/Sending State Supplying Fuel:	Type 1	\$130.00/hr.
	Type 2	\$109.00/hr.
	Type 3	\$93.00/hr.
	Type 4	\$82.00/hr.
	Fire Track	\$93.00/hr.
	Nodwell/Flex Track	\$109.00/hr.
Guarantee Rate per day:	Type 1	\$1040.00/day
	Type 2	\$872.00/day
	Type 3	\$744.00/day
	Type 4	\$656.00/day
	Fire Track	\$744.00/day
	Nodwell/Flex Track	\$872.00/day
NOTE: List Operator Cost in Personnel Section.	Operator(s), Hauling Unit, and their per diem are not included in equipment rate. See Hauling Units for rate. See Personnel for operator rate.	
Transportation cost is separate. Cost is dependent on transport vehicle used.	1. Tractor Plow Units on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.	

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Hauling Units
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	Truck Tractor and Trailer
Per Hour w/Sending State Supplying Fuel:	\$70.00/hour
Guarantee Rate per day:	\$560.00/day
NOTE: List Operator Cost in Personnel Section.	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate. Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Trucks
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Portable Bridge requires Truck Tractor for transportation. See Truck Tractor for transportation rate.
Rates: Per Hour w/Sending State Supplying Fuel:	Stake Body Truck: \$103.00/hour Dump Truck: \$103.00/hour Portable Bridge: \$70.00/hour Box Truck - Medium Duty: \$25.00/hour Box Truck – Heavy Duty: \$32.00/hour Fuel Truck (Aviation or Ground): \$70.00/hour
Guarantee Rate per day:	Stake Body Truck: \$824.00/day Dump Truck: \$824.00/day Portable Bridge: \$560.00/day Box Truck - Medium Duty: \$200.00/day Box Truck – Heavy Duty: \$256.00/day Fuel Truck (Aviation or Ground): \$560.00/day
NOTE: List Operator Cost in Personnel Section.	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate. Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Passenger Vehicles
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates: Per Hour w/Sending State Supplying Fuel:	Sedan: \$17.00/hour Suburban (4x4): \$26.00/hour Pick Up Truck (1/2T): \$32.00/hour Pick Up Truck (3/4T): \$33.00/hour Pick Up Truck (1T): \$36.00/hour Passenger Van: \$40.00/hour Radio Engineers Vehicles (All): \$32.00/hour Mechanic Vhcle (1T): \$36.00/hour Mechanic Vhcle (1&1/2T): \$52.00/hour
Guarantee Rate per day:	Sedan: \$136.00/day Suburban (4x4): \$208.00/day Pick Up Truck (1/2T): \$256.00/day Pick Up Truck (3/4T): \$264.00/day Pick Up Truck (1T): \$288.00/day Passenger Van: \$320.00/day Radio Engineers Vehicles (All): \$256.00/day Mechanic Vhcle (1T): \$288.00/day Mechanic Vhcle (1&1/2T): \$416.00/day
NOTE: List Operator Cost in Personnel Section.	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate. Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and

	then it is based on the actual hours of use, no guarantee.
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NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates

Type:	Engines
Make:	Type 4 or Type 5
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour w/Sending State Supplying Fuel	Type 4 \$93.00/hour Type 5 \$82.00/hour
Guarantee Rate per day:	Type 4 \$744.00 per day Type 5 \$656.00 per day
NOTE: List Operator Cost in Personnel Section.	Operator(s), foam, and their per diem are not included in equipment rate. See Personnel for operator rate. See Supply for foam rate. Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Engines
Make:	Type 6 or Type 7
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour w/Sending State Supplying Fuel:	\$67.00/hour
Guarantee Rate per day:	\$536.00 per day
NOTE: List Operator Cost in Personnel Section.	Operator(s), foam, and their per diem are not included in equipment rate. See Personnel for operator rate. See Supply for foam rate
	Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates

Type:	Water Tenders
Make:	Type 1, 2 or 3
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour w/Sending State Supplying Fuel:	\$78.00
Guarantee Rate per day:	\$624.00/day
NOTE: List Operator Cost in Personnel Section.	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate. Equipment on the incident is charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Portable Pumps
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Hose and appliances included.
Special Moving Requirements: (Oversized Load, etc.)	Requires Vehicle to transport unit to site.
Rates: Per Hour of Use w/Sending State Supplying Fuel:	1" to 4" Diameter Discharge \$22.00/hr.
Minimum Daily Charge Equipment:	\$176.00/day
Transport Cost per Mile w/Sending State Supplying Fuel:	Cost of transport is dependent on the type of vehicle used. See Vehicles for Rates.
NOTE: List Operator Cost in Personnel Section.	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.
	1. Portable Pumps on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates

Type:	Self-Contained Pumps	
Make:	Various	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Includes irrigation system.	
Special Moving Requirements: (Oversized Load, etc.)	Requires Vehicle to transport unit to site.	
Rates: Per Hour of Use w/Sending State Supplying Fuel:	4" to 6" Discharge Volume Lift (self-contained)	\$44.00/hr. \$65.00/hr.
Minimum Daily Charge Equipment:	4" to 6" Discharge Volume Lift self-contained	\$352.00/day \$520.00/day
Transport Cost	Cost of transport is dependent on the type of vehicle used. See Vehicles for Rate.	
NOTE: List Operator Cost in Personnel Section.	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate. 1. Self-Contained Pumps on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.	

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Volume Lift Pumps plus Farm Tractor
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Vehicle to transport unit(s) to site.
Rates: Per Hour of Use w/Sending State Supplying Fuel:	All Discharge Sizes \$123.00/hr.
Guarantee Rate per day:	All Discharge Sizes \$984.00/day
Transport Cost per Mile w/Sending State Supplying Fuel:	Cost of transport is dependent on the type of vehicle used. See Vehicles for Rates.
NOTE: List Operator Cost in Personnel Section.	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.
	1. Volume Lift Pumps on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates

Type:	Wheeled Tractors	
Make:	Various	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A	
Special Moving Requirements: (Oversized Load, etc.)	Requires Hauling Unit for Road Transportation	
Rates:		
Per Hour of Use w/Sending State Supplying Fuel:	40 to 60 hp	\$47.00/hr.
	70 hp +	\$62.00/hr.
Guarantee Rate per day:	40 to 60 hp	\$376.00/day
	70 hp +	\$496.00/day
Transport Cost	See Hauling Unit for Rates	
NOTE: List Operator Cost in Personnel Section.	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.	
	1. Wheeled Tractors on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.	

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Motor Graders
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Hauling Unit for road transport.
Rates: Per Hour of Use w/Sending State Supplying Fuel: Guarantee Rate per day: Transport Cost NOTE: List Operator Cost in Personnel Section.	<p>\$60.00/ hour</p> <p>\$480.00/day</p> <p>See Hauling Unit for Rates</p> <p>Operator(s), and their per diem are not included in equipment rate. See Personnel for operator rate.</p> <p>1. Motor Graders on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.</p>

NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates

Type:	Incident Support Trailers
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Vehicle to transport unit(s) to site.
Rates: Daily Charge Equipment: Transport Cost:	Trailer 22' to 32' \$300.00/day Trailer 40" plus \$550.00/day Cost of transport is dependent on the type of vehicle used. See Vehicle rates.
NOTE: Generator Cost Separate	See Miscellaneous Equipment for Generator Cost

**NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates**

Type:	Forklifts
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	Requires Hauling Unit for road transport.
Rates: Per Hour of Use w/Sending State Supplying Fuel:	Forklift 6,000 lb. 33.00/hour Forklift 10,000 lb. \$50.00/hour
Guarantee Rate per day:	Forklift 6,000 lb. 264.00/day Forklift 10,000 lb. \$400.00/day
Transport Cost	See Hauling Unit for Rates
NOTE: List Operator Cost in Personnel Section.	Operator(s) and their per diem are not included in equipment rate. See Personnel for operator rate.
	1. All Terrain Forklifts on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

NORTH CAROLINA FOREST SERVICE
EQUIPMENT
2023 Rates

Type:	Miscellaneous Equipment	
Make:	Various	
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A	
Special Moving Requirements: (Oversized Load, etc.)	Requires Vehicle or Hauling Unit to transport to site.	
Rates:		
Per Hour of Use w/Sending State Supplying Fuel:	Generators <25KW	\$28.00/hr.
	26 to 60KW	\$50.00/hr.
	60 KW +	\$72.00/hr.
	Boats (All Sizes)	\$55.00/hr.
Other Misc. Equipment not listed use standard FEMA rates.	ATV (All Sizes)	\$33.00/hr.
	UTV	\$42.00/hr.
	Mobile RAWS	\$100.00/day
	E-BAM Unit	\$100.00/day
Guarantee Rate per day:	Generators <25KW	\$224.00/day
	26 to 60KW	\$400.00/day
	60KW+	\$576.00/day
	Boats (All Sizes)	\$440.00/day
	ATV (All Sizes)	\$264.00/day
	UTV	\$336.00/day
Transport Cost:	Cost of transport is dependent on the type of Vehicle or Hauling Unit used. See Vehicle or Hauling Unit for rate	
	1. Miscellaneous Equipment on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.	

**NORTH CAROLINA FOREST SERVICE
SUPPLIES
2023 Rates**

Type:	Foam, Suppressants, and Retardant
Make:	N/A
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates: Rate per Gallon:	Foam, Suppressants, and Retardant: Cost to be Determined at the Time of Dispatch.

NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2023 Rates

Type:	Fixed Wing Aircraft
Make:	Cessna
Model:	185 Patrol/Utility
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$215.00/hr.
Guarantee Rate per day:	\$860.00/day
NOTE: List Operator Cost in Personnel Section.	<p>Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.</p> <p>1. Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.</p>

**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2023 Rates**

Type:	Fixed Wing Aircraft
Make:	Cessna
Model:	182 Patrol/Utility
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$215.00/hr.
Guarantee Rate per day:	\$860.00/day
NOTE: List Operator Cost in Personnel Section.	<p>Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.</p> <ol style="list-style-type: none"> Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2023 Rates

Type:	Fixed Wing Aircraft
Make:	Beechcraft
Model:	T-34C
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	1
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$240.00/hr.
Guarantee Rate per day:	\$960.00/day
NOTE: List Operator Cost in Personnel Section.	<p>Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.</p> <p>Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.</p>

**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2023 Rates**

Type:	Fixed Wing Aircraft
Make:	Daher Kodiak
Model:	100 Load/Utility
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	
Load Capacity or Retardant Gallons:	N/A
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$700.00/hr.
Guarantee Rate per day:	\$2800.00/day
NOTE: List Operator Cost in Personnel Section.	<p>Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.</p> <ol style="list-style-type: none"> Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2023 Rates

Type:	Single Engine Air Tankers (SEATs)
Make:	AirTractor
Model:	AT-802F
Special Equipment:	N/A
Passenger Capacity (exclude pilot):	None
Load Capacity or Retardant Gallons:	800 Gallons
Rate: Per Hour of Use w/Receiving State Supplying Fuel:	\$900.00/hr.
Guarantee Rate per day:	\$3,600.00/day
NOTE: List Operator Cost in Personnel Section:	<p>Pilot(s), crewmember(s), mechanic(s), or support equipment (if applicable), foam, suppressant, or retardant (if applicable) and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate. See Supply for foam and retardant rate.</p> <p>2. Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.</p>

**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2023 Rates**

Type:	Rotor Wing Aircraft
Make:	Bell
Model:	UH-1H
Special Equipment:	Bambi Bucket, Aerial Ignition Device Machine
Passenger Capacity (exclude pilot):	8
Load Capacity or Retardant Gallons:	240 Gallons
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$1450.00/hr.
Guarantee Rate per day:	\$5800.00/day
NOTE: List Operator Cost in Personnel Section.	<p>Pilot(s), crewmember(s), mechanic(s), support equipment (if applicable), foam (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.</p> <ol style="list-style-type: none"> Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.

NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2023 Rates

Type:	Rotor Wing Aircraft
Make:	Bell
Model:	UH-1H+ (Super Huey)
Special Equipment:	Bambi Bucket, Aerial Ignition Device Machine
Passenger Capacity (exclude pilot):	8
Load Capacity or Retardant Gallons:	240 Gallons
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$1350.00/hr.
Guarantee Rate per day:	\$5400.00/day
NOTE: List Operator Cost in Personnel Section.	<p>Pilot(s), crewmember(s), mechanic(s), support equipment (if applicable), foam (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.</p> <p>1. Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.</p>

NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2023 Rates

Type:	Rotor Wing Aircraft
Make:	American Eurocopter
Model:	AS350-B3
Special Equipment:	Bambi Bucket, Aerial Ignition Device Machine
Passenger Capacity (exclude pilot):	4
Load Capacity or Retardant Gallons:	240 Gallons
Rate: Per Hour of Use w/Sending State Supplying Fuel:	\$850.00/hr.
Guarantee Rate per day:	\$3400.00/day
NOTE: List Operator Cost in Personnel Section.	<p>Pilot(s), crewmember(s), mechanic(s), support equipment (if applicable), foam (if applicable), and their per diem are not included in equipment rate. See Personnel for pilot, mechanic, and crewmember rate.</p> <p>1. Aircraft on the incident are charged for the actual hours of use or the guarantee, whichever is greater, except when in travel status to and from the receiving incident, and then it is based on the actual hours of use, no guarantee.</p>

**NORTH CAROLINA FOREST SERVICE
AIRCRAFT
2023 Rates**

Type:	Modules and Misc.
Make:	
Model:	
Special Equipment:	
Passenger Capacity (exclude pilot):	
Load Capacity or Retardant Gallons:	
Air Ops Command Trailer (Truck & Trailer)	\$800.00/day-Guarantee Rate per day
Mobile Retardant Base: MRB required support equipment – Truck Tractor, Mechanic’s Vehicle, Portable Pump, Forklift, Box Truck and Air Ops Command Trailer (Truck & Trailer). Rates for required equipment is not included in the MRB rate. See equipment for applicable rates.	\$350.00/hour \$2,800.00/day-Guarantee Rate per day Includes staffing of 1 SEMG, 1 RAMP, and 2 FWPTs. Salaries, fringe, and per diem not included in the MRB rate.
Air Mobile SEAT Module – includes 2-AT802F Airtankers, 1-T-34C Lead Plane, and 1-Kodiak 100 Load Plane	See Established rates per piece of equipment.
Ground SEAT Module – includes 2- AT802F Airtankers, 1-T-34C Lead Plane, and Mobile Retardant Base (see MRB for required equipment and staffing).	See established rates per piece of equipment.

**NORTH CAROLINA FOREST SERVICE
PERSONNEL**

2023 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	Two (2) Type 2 Incident Management Teams (Wildfire & All-Hazard). Type 2 IA hand crews upon request. Additional Type 3 Incident Management Teams, hand crews and specialist/overhead personnel available.
Standard Rate of Pay:	Salary and Benefits – Varies by individual.
Overtime Rate:	Varies by individual
Per Diem Rate, if Food and Lodging are not Provided:	Support provided by host agency or current North Carolina out of state per diem rate will apply.

**OKLAHOMA FORESTRY SERVICES
EQUIPMENT
2023 RATES**

Heavy Equipment	Per Hour Use	Mileage Rate	Guarantee Day Rate
Type 3 Dozer 750 / 650	\$140		\$840
Type 4 Dozer 550 / 450	\$120		\$720
Truck Trailer / Bed – 5 Ton	\$55	\$3.45	\$330
Truck Trailer / Bed – 3 Ton	\$45	\$2.88	\$270
Engine Type 6	\$72	\$0.86	\$864
Bambi Bucket, 660 gal			\$750
Wheeled Tractor – 40-60 HP	\$45		\$360
Wheeled Tractor – 70 HP	\$60		\$480
Motor Grader	\$60		\$480
Mechanic Truck w/ crane, welder, compressor and tools	\$50	\$1.72	\$300
Dump Truck	\$50	\$1.72	\$300
Trailer Mounted Chipper, 15”	\$50		\$400
Forklift – 18,000- 50,000 lbs.	\$50		\$400

Heavy Equipment will be billed accordingly:

- Daily mileage use will be charged according to the Mileage Rates above.
- Heavy equipment will be charged Per Hour when assigned to a fire.
- Heavy equipment will be charged the Guarantee Daily Rate when in staging/preposition status.
- Heavy equipment will be charged Per Hour if assigned to staging/preposition and if dispatched to a fire within the same operational period.

Support Equipment	Per Hour Use	Mileage Rate	Guarantee Day Rate
Sedan or SUV	\$25	\$0.86	\$150
Pickup, ½ - ¾ ton	\$25	\$0.86	\$150
Pickup, 1 ton	\$30	\$0.86	\$180
Passenger Van	\$30	\$0.86	\$180
Mobile Communications Vehicle	N/A	\$0.86	\$2200
ATV	\$11	N/A	\$66
UTV	\$16	N/A	\$96

Support Equipment will be billed accordingly:

- Daily mileage use will be charged according to the Mileage Rates above.
- Guarantee Daily Rate will be charged according to the rates above.

ALL OFS Equipment will be provided and billed accordingly:

- All equipment will come wet with OFS providing fuel.
- If fuel is provided by the incident, the fuel tickets will be collected, attached, and deducted from the final bill.
- Any Class A foam used will be provided by the receiving unit (Incident).
- Travel Status is based upon actual travel time at a Per Hour Use and Mileage Rates listed above.
- Claims for damages and loss, which occur at the incident, will be documented with the incident at the time they occur, or prior to demobilization. All equipment damaged in the firefighting effort is the responsibility of the receiving unit.
- The sending state will be responsible for routine maintenance on all OFS equipment.
- All equipment will meet NWCG minimum standards and typing.
- Receiving unit is responsible for any shipping costs involving equipment and supplies.
- Equipment time and mileage will be recorded on Equipment Shift Tickets according to the NWCG Standards for Interagency Incident Business Management and submitted to finance to generate the OF-286, Emergency Equipment – Use Invoice.
- Personnel time will be recorded on Crew Time Reports according to the NWCG Standards for Interagency Incident Business Management and submitted to finance to generate the OF-288, Incident Time Report.

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

*NOTE: Receiving Units are responsible for repairing damaged equipment and,
sending States are responsible for routine maintenance*

Type:	Tractor Plow
Make:	JD 700, Cat D6N
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Standard or LGP with either pull type or lift plow with winch and blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	N/A (If receiving state supplies fuel, cost will be deducted from invoice
Per Hour of Use w/Sending State Supplying Fuel:	\$150/hour
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	2 hours/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Tractor Plow
Make:	JD 650, Dresta T D 9, Cat D 5, Cat D 4
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Standard or LGP with either pull type or lift plow with winch and blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Per Mile w/Receiving State Supplying Fuel: Per Mile w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost per Mile w/Receiving State supplying fuel: Transport Cost per Mile w/Sending State Supplying Fuel: Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A (If receiving state supplies fuel, cost will be deducted from invoice) \$90/hour 2 hours/day

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Tractor Plow Unit
Make:	JD 450, JD 550, Dresta TD 8
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Standard or LGP with either pull type or lift plow with winch and blade
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	N/A (If receiving state supplies fuel, cost will be deducted from invoice
Per Hour of Use w/Sending State Supplying Fuel:	\$80/hour
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	2 hours/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

2023 Rates

Type:	Transport Lowboy
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$3.00/mile
Per Mile w/Sending State Supplying Fuel:	\$3.00/mile
Minimum Daily Charge Equipment:	\$50/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

2023 Rates

Type:	Transport
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	10-wheeler
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$3.00/mile
Per Mile w/Sending State Supplying Fuel:	\$3.00/mile
Minimum Daily Charge Equipment:	\$50/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Type 3 Engine
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel:	\$75.00
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$3.00
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	8 Hours/day (\$500.00) Actual hours per day charged during travel to and from incident
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Type 6 engine
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	1-ton 4X4
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Per Mile w/Receiving State Supplying Fuel: Per Mile w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost per Mile w/Receiving State supplying fuel: Transport Cost per Mile w/Sending State Supplying Fuel: Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	 \$45.00 \$1.50/mile \$1.50/mile 8 hours/day (\$360.00); Actual hours per day charged during travel to and from incident.

2023 Rates

Type:	Type 7 Engine or Pickup truck
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	¾ or ½ ton 4X4
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$1.00/mile
Per Mile w/Sending State Supplying Fuel:	\$1.00/mile
Minimum Daily Charge Equipment:	\$50/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

2023 Rates

Type:	Passenger Mini Van
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$.56/mile
Per Mile w/Sending State Supplying Fuel:	\$.56/mile
Minimum Daily Charge Equipment:	\$20/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

2020 Rates	
Type:	SUV
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$.56/mile
Per Mile w/Sending State Supplying Fuel:	\$.56/mile
Minimum Daily Charge Equipment:	\$20/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Water Handling Equipment Trailer
Make:	N/A
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	2500 feet hose, 3000 gallon drop tank, mark 3 pump, float pump, mini mark pump, mop up kit, assorted nozzles and fittings
Special Moving Requirements: (Oversized Load, etc.)	Pintle hitch
Rates: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Per Mile w/Receiving State Supplying Fuel: Per Mile w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost per Mile w/Receiving State supplying fuel: Transport Cost per Mile w/Sending State Supplying Fuel: Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	\$100 day and replacement of lost or damaged equipment

2023 Rates

Type:	Mechanic Truck
Make:	various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	1 ½ ton truck with tools, crane, welder, air compressor
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	\$1.50/mile
Per Mile w/Sending State Supplying Fuel:	\$1.50/mile
Minimum Daily Charge Equipment:	\$50/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	ATV 4-wheeler
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	None
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$10.00/hour
Per Hour of Use w/Sending State Supplying Fuel:	\$10.00/hour
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	2 hours/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Helicopter bucket
Make:	Bambi
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	780 gallons foam injected 2,000-gallon BambiMax 320 gallons
Special Moving Requirements: (Oversized Load, etc.)	None
Rates: Per Hour of Use w/Receiving State Supplying Fuel: Per Hour of Use w/Sending State Supplying Fuel: Per Mile w/Receiving State Supplying Fuel: Per Mile w/Sending State Supplying Fuel: Minimum Daily Charge Equipment: Transport Cost per Mile w/Receiving State supplying fuel: Transport Cost per Mile w/Sending State Supplying Fuel: Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	No charge. Receiving state is responsible for reimbursement of transportation cost and repair/replacement of any damage.

2015 Rates	
Type:	Firetrack
Make:	Prinoth
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Tracked, Environmental cab unit with 700-gallon capacity slip on
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$75/hour
Per Hour of Use w/Sending State Supplying Fuel:	
Per Mile w/Receiving State Supplying Fuel:	
Per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge Equipment:	2 hour/day
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	
NOTE: List Operator Cost in Personnel Section.	

**SOUTH CAROLINA FORESTRY COMMISSION
AIRCRAFT
2023 Rates**

Type:	Fixed Wing
Make:	Cessna
Model:	185
Special Equipment:	None
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$130 per hour
Per Hour of Use w/Sending State Supplying Fuel:	\$130 per hour
Minimum Daily Charge: NOTE: List Operator Cost in Personnel	2 hours per day
Section:	

**SOUTH CAROLINA FORESTRY COMMISSION
AIRCRAFT
2023 Rates**

Type:	Fixed Wing
Make:	Cessna
Model:	172 & T-41B
Special Equipment:	None
Passenger Capacity (exclude pilot):	3
Load Capacity or Retardant Gallons:	N/A
Rate:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$115 per hour
Per Hour of Use w/Sending State Supplying Fuel:	\$115 per hour
Minimum Daily Charge: NOTE: List Operator Cost in Personnel Section:	2 hours per day

**SOUTH CAROLINA FORESTRY COMMISSION
PERSONNEL**

2023 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	
Standard Rate of Pay:	Salary plus benefits
Overtime Rate:	1 ½ times hourly rate for every hour over 40 in a work week
Per Diem Rate, if Food and Lodging are not Provided:	Food-\$50/day Lodging-actual cost not to exceed Federal Lodging rate

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT**

2023 Rates

Type:	Command Post/Logistics Trailer
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	20ft-42 ft Travel Trailer
Special Moving Requirements: (Oversized Load, etc.)	¾ ton or 1 ton Pickup
Rates: Per Day:	\$250
Minimum Daily Charge Equipment:	
Transport Cost per Mile w/Receiving State supplying fuel:	
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport:	\$500
NOTE: List Operator Cost in Personnel Section.	See ¾ ton or 1-Ton pickup for transport costs

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Mobile Command Trailer
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Generator
Special Moving Requirements: (Oversized Load, etc.)	Truck Tractor
Rates: Per Day:	\$500
Minimum Daily Charge Equipment:	\$500
Transport: NOTE: List Operator Cost in Personnel Section.	See Truck Tractor Rates

**SOUTH CAROLINA FORESTRY COMMISSION
EQUIPMENT
2023 Rates**

Type:	Mobile Command Post (Motor Home)
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Generator
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Day:	\$250
Minimum Daily Charge Equipment:	\$250
Transport Cost per Mile w/Receiving State supplying fuel:	\$3.00
Transport Cost per Mile w/Sending State Supplying Fuel:	\$3.00
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**TENNESSEE DIVISION OF FORESTRY
EQUIPMENT**

2023 Rates

NOTE: Receiving Units are responsible for repairing damaged equipment and sending States are responsible for routine maintenance

Type:	Dozer Type 3 and 4					
Make:	Various					
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Standard or LGP, 6-way blade, rear lift plow, enclosed cab, blade/rear mounted winch depending on plow attachment					
Special Moving Requirements: (Oversized Load, etc.)	Requires Transport					
Rates:						
Per Hour of Use w/Receiving State Supplying Fuel:	<table><tr><td>Type 3</td><td>Type 4</td></tr><tr><td>\$125.00/hr.</td><td>\$105.00/hr.</td></tr></table>		Type 3	Type 4	\$125.00/hr.	\$105.00/hr.
Type 3	Type 4					
\$125.00/hr.	\$105.00/hr.					
Per Hour of Use w/Sending State Supplying Fuel:	<table><tr><td>Type 3</td><td>Type 4</td></tr><tr><td>\$125.00/hr.</td><td>\$105.00/hr.</td></tr></table>		Type 3	Type 4	\$125.00/hr.	\$105.00/hr.
Type 3	Type 4					
\$125.00/hr.	\$105.00/hr.					
Per Mile w/Receiving State Supplying Fuel:	N/A					
Per Mile w/Sending State Supplying Fuel:	N/A					
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operator works or the operational period, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time.					
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport Rates					
Transport Cost per Mile w/Sending State Supplying Fuel:						
Minimum Daily Charge for Transport:						
NOTE: List Operator Cost in Personnel Section.	See Personnel Section					

TENNESSEE DIVISION OF FORESTRY
EQUIPMENT
2023 Rates

*NOTE: Receiving Units are responsible for repairing damaged equipment and
sending States are responsible for routine maintenance*

Type:	Tractor Plow Type 3 and 4					
Make:	Various					
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Standard or LGP, 6-way blade, rear lift plow, enclosed cab, blade/rear mounted winch depending on plow attachment					
Special Moving Requirements: (Oversized Load, etc.)	Requires Transport					
Rates:						
Per Hour of Use w/Receiving State Supplying Fuel:	<table><tr><td>Type 3</td><td>Type 4</td></tr><tr><td>\$125.00/hr.</td><td>\$105.00/hr.</td></tr></table>		Type 3	Type 4	\$125.00/hr.	\$105.00/hr.
Type 3	Type 4					
\$125.00/hr.	\$105.00/hr.					
Per Hour of Use w/Sending State Supplying Fuel:	<table><tr><td>Type 3</td><td>Type 4</td></tr><tr><td>\$125.00/hr.</td><td>\$105.00/hr.</td></tr></table>		Type 3	Type 4	\$125.00/hr.	\$105.00/hr.
Type 3	Type 4					
\$125.00/hr.	\$105.00/hr.					
Per Mile w/Receiving State Supplying Fuel:	N/A					
Per Mile w/Sending State Supplying Fuel:	N/A					
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operator works or the operational period, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time.					
Transport Cost per Mile w/Receiving State supplying fuel:	See Transport Rates					
Transport Cost per Mile w/Sending State Supplying Fuel:						
Minimum Daily Charge for Transport:						
NOTE: List Operator Cost in Personnel Section.	See Personnel Section					

**TENNESSEE DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Transport
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	N/A
Special Moving Requirements: (Oversized Load, etc.)	None
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$3.00/mile
Per Mile w/Sending State Supplying Fuel:	\$3.00/mile
Minimum Daily Charge Equipment:	\$150/day
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
NOTE: List Operator Cost in Personnel Section.	See Personnel Section

**TENNESSEE DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Type 6 Engine
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Foam, winch, 4x4
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$65.00/hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$65.00/hr.
Per Mile w/Receiving State Supplying Fuel:	\$N/A
Per Mile w/Sending State Supplying Fuel:	\$N/A
Minimum Daily Charge Equipment:	Equipment is charged based on the hours the assigned operators work or the operational period, whichever is greater. The exception being when in travel status to and from the receiving state, and then is based on the hours of actual travel time.
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	See Personnel Section

**TENNESSEE DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Passenger vehicles: SUV, pickup truck, passenger van
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4x4, winch
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	\$1.00/mile
Per Mile w/Sending State Supplying Fuel:	\$1.00/mile
Minimum Daily Charge Equipment:	\$60.00
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	See Personnel Section

**TENNESSEE DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	All-Terrain Vehicles (ATV & UTV)
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	4x4, winch
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	\$20.00/hr.
Per Hour of Use w/Sending State Supplying Fuel:	\$20.00/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$40.00/day
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	Cost of transport is dependent on the type of Vehicle or Hauling Unit used. See Vehicle or Hauling Unit for rate.
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	See Personnel Section

TENNESSEE DIVISION OF FORESTRY
PERSONNEL

2023 Rates

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day

Qualifications:	All personnel
Standard Rate of Pay:	Salary plus benefits
Overtime Rate:	1 ½ times hourly rate for over 40 hrs./week.
Per Diem Rate, if food and lodging are not provided:	Current GSA rate schedule

TEXAS A&M FOREST SERVICE
PERSONNEL RATES
2023 Rates

- 1. Salary and wage costs shall be at the actual cost to the State of Texas.
 - a. Employees are required to bring back original Final OF-288. Will bill off signed CTRs if no Team is tracking.
- 2. State employees on federal assignments will be compensated as follows:
 - a. Overtime will be paid at one- and one-half times base pay for all state non-exempt (hourly) employees.
 - b. Overtime will be paid at one- and one-half times base pay for all state exempt (salaried) employees when working on an incident out of state, and at the straight base pay rate when working within the state of Texas.
- 3. Transportation, meals, and lodging may be provided by the requesting agency. Per Diem will be reimbursed at the applicable state rate using the General Services Administration schedule.

NOTE: All Compact Personnel are guaranteed a Minimum of Eight Hours per Day. Employees are required to bring back original Final OF-288 or signed CTRs.

Qualifications:	Various NWCG and State qualified positions.
Standard Rate of Pay:	Actual hourly rates plus fringe benefits.
Overtime Rate:	1 ½ hourly rate over 40 hours per week.
Per Diem Rate, if food and Lodging are not Provided:	Federal per diem rate for the locality.

**TEXAS A&M FOREST SERICE
EQUIPMENT
2023 Rates**

NOTE: Equipment rates are wet and without personnel. Replacement parts and supplies will be at actual cost. Employees are required to bring back the Original OF-286 or signed Shift Tickets

	Per hour of Use w/Sending State Supplying Fuel:	Per Mile w/Sending State Supplying Fuel:	Minimum Guarantee:	Transport Cost per Mile w/Sending State Supplying Fuel:	Minimum Guarantee for Transport:
Dozer, Type I D7	\$320.00		\$1280.00	\$4.75	\$200.00
Dozer, Type 2 780/D6	\$185.00		\$740.00	\$4.75	\$200.00
Dozer, Type 3 650/D5	\$165.00		\$660.00	\$4.00	\$150.00
Type 4 Tractor Plow 450/550	\$165.00		\$660.00	\$4.00	\$150.00
Motor Grader, Type 1	\$190.00		\$760.00	\$4.75	\$200.00
Engine, Type 3	\$90.00A	\$2.75	\$360.00		
Engine, Type 6	\$75.00A	\$1.50	\$300.00		
Pickup, ½ - ¾ ton, SUV		\$0.75	\$50.00		
Pickup, 1 ton, Passenger Van		\$0.85	\$75.00		
Pickup, 1- 1/4 ton to 1-3/4 ton		\$1.25	\$100.00		
Box Truck		\$2.75	\$125.00		

**TEXAS A&M FOREST SERICE
EQUIPMENT
2023 Rates**

NOTE: Equipment rates are wet and without personnel. Replacement parts and supplies will be at actual cost. Employees are required to bring back the Original OF-286 or signed Shift Tickets

	Per hour of Use w/Sending State Supplying Fuel:	Per Mile w/Sending State Supplying Fuel:	Minimum Guarantee:	Transport Cost per Mile w/Sending State Supplying Fuel:	Minimum Guarantee for Transport:
Truck Tractor, 5 ton		\$4.00	\$150.00		
Crew Buggy		\$2.75	\$340.00		
Truck, Mechanic	\$50.00	\$1.50	\$280.00		
Trailer, Technical Support			**, ***	*	*
Trailer, Command Post/Office			\$650.00, ***	\$2.50, *	\$150.00, *
ATV/UTV	\$15.00		\$45.00	*	*
Generator, 45 Kw	\$38.00		\$152.00	*	*
Generator, 80 Kw	\$42.00		\$168.00	*	*
Chipper, Trailer Mounted 15"	\$50.00		\$200.00	*	*
Mulcher, Type 3	\$125.00		\$500.00	*	*

* Rates depend on transport used.

**Logistical support trailer (\$100/daily), Small office with refrigeration (\$200/daily), Small office with refrigeration and satellite capabilities (\$300/daily).

***Actual costs of communication & internet services, and replacement of consumables.

A - Per hour of actual use. Daily guarantee during travel status. Mileage every day.

**VIRGINIA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

NOTE: Equipment rates are wet and without personnel. Receiving Units are responsible for repairing damaged equipment and, sending State is responsible for routine maintenance

Type:	Tractor-plow units
Make:	John Deere 450 (G, H, J Models)
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Angle Blades
Special Moving Requirements: (Oversized Load, etc.)	Truck Transport (10-wheeler)
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$80/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	2 hour minimum/day (\$160/day)
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	\$1.50/mile
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**VIRGINIA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Mileage plus pumping time.

Type:	Type 6 Engine
Make:	Ford 450 4X4
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Foam Unit
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$70/hr.
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$.75/mile
Minimum Daily Charge Equipment:	2 hour minimum/day (\$140/day) pumping time, plus mileage
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	

**VIRGINIA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	¾ Ton 4X4 Pick-Ups
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	50-gallon water tank w/aqua-duct pump & small foam unit
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$.75/mile
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**VIRGINIA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Mobile Command Van
Make:	Chevrolet C5500 Chassis
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Generator, Satellite Internet Capable
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	N/A
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	\$1.50/mile
Minimum Daily Charge Equipment:	\$250/day + Actual costs of telecommunications & internet services
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport:	N/A
NOTE: List Operator Cost in Personnel Section.	

**VIRGINIA DEPARTMENT OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Miscellaneous Small Equipment
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Chainsaws; Fireline blowers; ATVs
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$5/hour; \$10/hour for ATV
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	\$5/day; \$10/day for ATV
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

VIRGINIA DEPARTMENT OF FORESTRY
PERSONNEL

2023 Rates

NOTE: All Compact Personnel are guaranteed a minimum of eight hours per day

Qualifications:	Various Qualified ICS positions
Standard Rate of Pay:	Virginia DOF personnel salary rates
Overtime Rate:	1 ½ time over 40 hours per week
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

WEST VIRGINIA DIVISION OF FORESTRY
EQUIPMENT

2023 Rates

NOTE: Receiving Units are responsible for repairing damaged equipment and, sending States are responsible for routine maintenance

Type:	¾ Ton 4X4 Pick-Ups
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	100 to 280 gallon skid units, some with foam, hose reels with 100 to 200 feet hose
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$25 per hr. <200 gal, \$35 per hr. 200+ gallon
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	GSA mileage rate
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**WEST VIRGINIA DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	Miscellaneous Small Equipment
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	Chainsaws, leaf blowers, pole saws, Mark 3 pumps
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$2/hour, Mark 3 \$5/hour
Per Mile w/Receiving State Supplying Fuel:	N/A
	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	

**WEST VIRGINIA DIVISION OF FORESTRY
EQUIPMENT
2023 Rates**

Type:	ATV, UTV
Make:	Various
Special Equipment: (LGP, Plow Type, Blade Type, With Foam, etc.)	UTV - 50-gallon tank with pump
Special Moving Requirements: (Oversized Load, etc.)	N/A
Rates:	
Per Hour of Use w/Receiving State Supplying Fuel:	N/A
Per Hour of Use w/Sending State Supplying Fuel:	\$3/hour
Per Mile w/Receiving State Supplying Fuel:	N/A
Per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge Equipment:	N/A
Transport Cost per Mile w/Receiving State supplying fuel:	N/A
Transport Cost per Mile w/Sending State Supplying Fuel:	N/A
Minimum Daily Charge for Transport: NOTE: List Operator Cost in Personnel Section.	N/A

**WEST VIRGINIA DIVISION OF FORESTRY
PERSONNEL**

2023 Rates

NOTE: All Compact Personnel are guaranteed a minimum of eight hours per day

Qualifications:	Various NWCG and state qualified positions
Standard Rate of Pay:	Actual hourly rates plus fringe (approx. \$30/hr. average)
Qualifications:	INVF with bloodhound
Standard Rate of Pay:	Actual hourly rate plus fringe, 75/day for bloodhound, actual cost investigative supplies
Overtime Rate:	1 ½ hourly rate over 40 hours per week
Per Diem Rate, if Food and Lodging are not Provided:	Federal per diem rate for locality

APPENDIX G**SOUTHERN AREA WILDFIRE INVESTIGATION TASK FORCE
OPERATIONAL PLAN**

PURPOSE: The purpose of the Southern Area Wildfire Investigation Task Force is to permit states to share their law enforcement and investigative resources so that they can continue to perform in a professional and efficient manner during periods of high fire occurrence which may overwhelm their existing capabilities.

Complex arson cases, major incidents, or periods of extreme fire conditions may cause state forestry investigative resources to become exhausted or overwhelmed to the point that they can no longer manage investigations effectively.

In order to maintain effective and efficient investigations, the Southern Area fire and law enforcement managers need the opportunity to utilize additional resources to supplement their existing state investigators.

This memorandum is intended to describe how these resources are to be ordered, qualified, and how reimbursements costs will be handled.

AUTHORITY: The mobilization plan is authorized under the Southeastern Interstate Forest Fire Protection Compact and the South Central Interstate Forest Fire Protection Compact.

OBJECTIVES:

- Provide for an orderly, cost-efficient method of providing aid to requesting Compact states.
- Ensure aid can be obtained rapidly.
- Establish a listing of fire investigation resources.
- Establish qualification standards for fire investigation resources.
- Establish a system to enable resources which are ordered to assist a Compact state to have law enforcement powers within the ordering state.

WILDFIRE INVESTIGATION TASK FORCE COORDINATOR: A Wildfire Investigation Task Force (WITF) Coordinator will be named and shall be one of the Southern Area Law Enforcement Chiefs. This position will rotate on a two-year basis. A Deputy Coordinator may be chosen from among the Compact states.

MUTUAL AID PROCEDURES

PREMOBILIZATION: Each Compact state will furnish the WITF Coordinator with a list of qualified resources as outlined in this agreement by January 1 of each year, including any reimbursement costs not already specified in the Compact.

Qualifications: Each receiving state agrees to accept the qualifications of each sending state as to qualifications of resources. Addendum A attached to this document will specify suggested training and qualifications of investigative resources, as well as the Task Force Teams.

MOBILIZATION

Activation: Upon notification, the WITF Coordinator will advise the Compact Law Enforcement Chiefs that a request has been made and provide the LE Chiefs with any applicable updates.

Aid Request: Requesting State will contact the WITF Coordinator outlining its needs as to personnel, equipment, and other support. A resource order form will be completed by the requesting state and delivered to Compact Coordinator, adhering to the aid request procedures of the Southern Compact.

Dispatch: The WITF Coordinator will contact the Compact states best able to meet the request. The WITF Coordinator will work with the receiving state and the sending agency to coordinate, times, places, and length of service.

Pay Rates: Personnel and equipment reimbursements will be at the current rates established in the Compact by the respective states.

Food and Lodging: These will be provided by the receiving state unless otherwise specified. The sending state will be reimbursed for per diem while resources are traveling to and from the incident.

Court: The requesting state shall pay all personnel, equipment, food, and lodging costs for any investigators required to return for court appearances arising out of investigations performed under this agreement.

Law Enforcement and Arrest Powers: The receiving state will clearly spell out in the Investigative Action Plan how law enforcement arrests, search warrants, and police powers are to be handled.

Firearms: If the receiving state restricts carrying of firearms by the sending states resources, that information will be provided to the sending state **before** the resource order is filled.

DEMOBILIZATION

Release Priority: Out of State personnel should be released as soon as reasonable after the investigative functions have been completed, while still complying with their agency travel and R&R policies. The WITF Coordinator will be notified when the release is imminent and when accomplished.

Reimbursement Vouchers: The sending state will send the receiving state reimbursement vouchers within 30 days after the return of personnel.

Narrative Report: Both the sending and receiving states will send a written critique on all phases of their part of the mutual aid operation to the WITF Coordinator. This report will serve as supporting material for incident reviews. The WITF Coordinator will prepare a written report of all findings including recommendations for future operations. This report will be distributed to all participating Law Enforcement Chiefs and State Foresters.

Addendum A

The Southern Area Wildfire Investigation Task Force will consist of Individual Qualified Investigators and Task Force Teams. The Teams will consist of the positions described below and may be ordered as a Team. Single resources may be ordered on an as-needed basis, with or without a Team callout. Trainees will be encouraged in an effort to maintain a qualified field of resources.

Applications for resources will be received and approved by the Wildfire Investigation Task Force Coordinator, with input from the Law Enforcement Chiefs and other Team Members. Teams will be organized so as not to place an undue burden on the resources of any one agency. Teams may coordinate, train, and meet as needed to maintain a cohesive and effective state of readiness.

WILDFIRE INVESTIGATION TASK FORCE TEAM

Task Force Commander – NWCG FI-210/FI-310, Qualification as an INVf and INVL, Law Enforcement Experience, Previous Task Force Assignment.

Operations (Lead Investigator) - NWCG FI-210/FI-310, Qualification as an INVf and INVL, Law Enforcement Experience.

Planning – NWCG FI-210/FI-310, Qualification as an INVf and INVL.

Origin and Cause Team (A two investigator team) – NWCG FI-210, Qualification as an INVf.

Interview Team (A two investigator team) – Law Enforcement Experience, Extensive Interview Skills and Training.

ADDITIONAL SINGLE RESOURCES

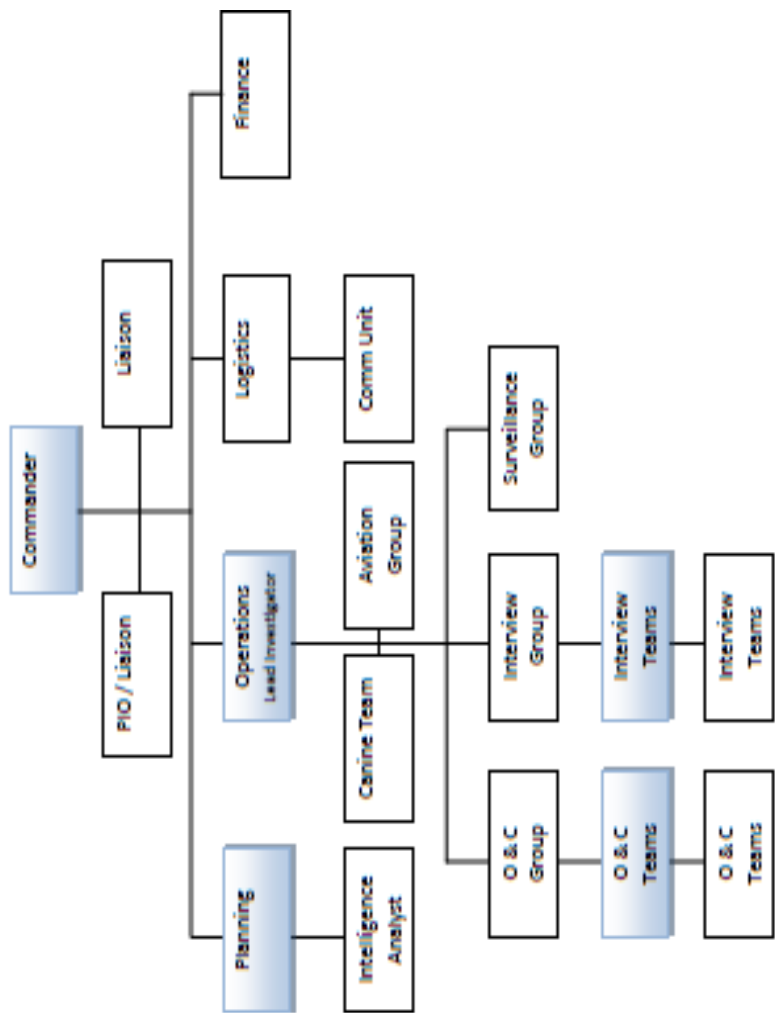
Wildland Fire Investigation Canine (Canine and Handler) - NWCG FI-210, Qualification as an INVf/CINV, Canine Tracking Certification.

Technical/Surveillance Specialist – Law Enforcement Experience, Extensive Training/Skills in Technology and Surveillance Methods.

Intelligence Analyst – Extensive Training and Experience in Behavior Analysis, Geospatial Application and Analysis.

Other Resources - Additional Resources such as PIO, Logistics, Finance, Aviation, Communications, Legal, Evidence Technician, Administrative Support, etc. may be provided internally or through requests depending on the complexity of the investigation. Those resources will be requested in accordance with the Southern Compact.

Addendum B



Addendum C

The Southern Area Wildfire Investigation Task Force Teams will provide the following for each assignment.

Delegation of Authority – The requesting agency shall provide any requested resources with a delegation of authority as soon as possible upon arrival. The delegation should include the legal authority and restrictions, financial authority and restrictions, reporting requirements, priorities, plans for evaluation, etc., and be attached to the Investigative Action Plan. The delegation shall be updated and extended as deemed necessary.

Investigative Action Plan – An investigative action plan should be developed at the time that a Team or any fire investigation resource is requested. The plan should outline the goals, objectives, and tactics of the assignment. It should follow the basic layout of Addendum D.

Daily Updates – Daily updates will be provided to the Law Enforcement Chief of the requesting agency. Due to the sensitivity of the mission, the Team will operate independent of the traditional ICS of an ongoing incident. The task force commander or designee shall try to attend any ongoing incident briefings.

Complete Case Files – All investigative actions will be properly documented prior to the demobilization of a resource. The Team IC will ensure that all resources have completed necessary paperwork prior to their release from the assignment.

After Action Report – The Team IC will provide an after-action report to the Law Enforcement Chief of the requesting agency and the Wildfire Investigation Task Force Coordinator, which identifies the accomplishments of the Team during the assignment, as well as any needs for improvement.

Individual Performance Evaluations – The Team supervisors will provide performance evaluations for all of their assigned staff using approved ICS forms.

Addendum D

Investigative Action Plan

The investigative action plan is a fluid document that should be produced before or as soon as the Southern Area Wildfire Investigation Task force is mobilized. Portions may change during deployment, but it will provide all parties of the investigation a framework for reference, for briefings, and will begin the documentation process. It should include the following items at minimum.

A. Background

A brief description of the current situation including the fire history, geography, fuel types, threats/values, etc. It should include the events that led up to the need to request additional resources through the Southern Area Wildfire Investigation Task Force. Maps of the operational area will be provided to all members of the task force.

B. Objectives

A brief description of the goals of the investigation. Generalized information about tactics that will be deployed but should not compromise the integrity of the overall goals. Milestones for the deployment need to be stated, such as what factors will affect the direction, tactics, demobilization, etc. of the task force.

C. Jurisdiction and Authority

This section will identify the primary agency responsible for the investigation, all participating agencies, and the agency that will prosecute any criminal cases. The authority of each of the resources provided by the participating agencies will be described. Arrest/Booking procedures and jail locations/contact information will be included. Applicable laws shall be provided to all members of the task force and access to all other's laws provided if needed.

D. Organization

This section shall describe the command structure of the task force, which will be independent of any ongoing incident ICS due to the sensitivity of the objectives.

E. Case Management

The documentation and reporting requirements of all aspects of the task force, including format, approvals, security, evidence collection and storage, daily activity logs, etc. will be explained and provided as applicable.

F. Communications

A brief communications plan will be attached and may include the ICS 205 form. Mobile and traditional telephone numbers shall be attached and updated as needed. Secure communications and frequencies may be left out of the incident IAP.

G. Medical

A medical plan shall be included or attached and should contain all information required in ICS 206 form.